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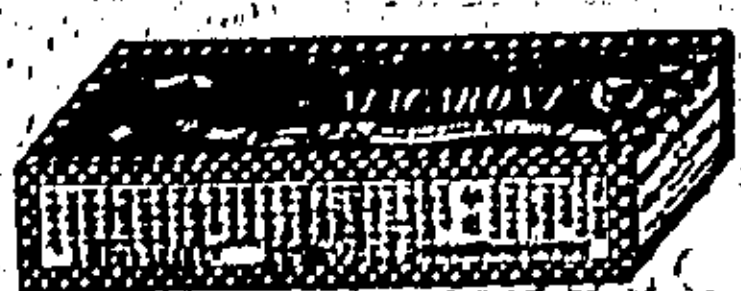
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October to the 14th November.

CHRISTIAN ETHICS. INTERESTING SERMON AT ST. JOHN'S CATHEDRAL.

Preaching at St. John's Cathedral on
Sunday morning from the text Eph. c. 1,
vs. 17, 22 and 24, the Rev. H. Copley
Moyle said:

St. Paul was writing to people who
had been brought up in heathen lands
under heathen religions. He laid em-
phasis on the change in their method of
life and their ethical code which must
follow their conversion to the Christian
Religion. The position of the people to
whom he wrote was not unlike that of
Chinese who are converted to Christian-
ity to-day. They found that many of the
customs and habits of the society in
which they lived were forbidden by
Christianity and so their conversion en-
tailed complete change of conduct and
habits. But, it has been said, "the case
is different for those who, like most of
us, have been born and brought up
amidst Christian surroundings and in a
Christian country. In our case the
great change is not required because the
society in which we live and move has
been Christianised."

How far is that true? Let us consider
this for a time to-day. To some extent,
of course, it is true to say that modern
society in Christian countries is founded
on Christian principles. We have, per-
haps, hardly realised to what extent this
is the case. Take, for example, the posi-
tion of women in Christian countries
to-day and compare it with their position
in non-Christian countries, or compare
their present position with their position
amongst the Jews, or Greeks or Romans
2,000 years ago. The change is a strik-
ing one and it is the result of Christ's
life and teaching. Christians have raised
their appreciation of womanhood since
the Son of God saw fit to become man
through the instrumentality of the
Blessed Virgin Mary.

The sex which was found worthy to be
the instrument of the Incarnation, can
never again be looked upon by Christians
as inferior. But do not suppose that
the position of women is assured by
modern progress and education; as it
was Christianity which gave women the
position they hold in the Christian world
to-day, so it is Christianity alone which
will maintain them in that position.
This is shown clearly enough by the
tendency of those philosophers and teach-
ers who have abandoned Christianity to
return to the pre-Christian idea of women.
Schopenhauer regarded women as
fit only to be housekeepers and con-
cubines; he reserved his bitterest sarcasms
for the European "lady" whom he de-
scribed as "that monstrous product of
German-Christian stupidity with her
ridiculous claims to respect and veneration."

And Frederick Nietzsche intensify-
ingly disliked the movement for emancipat-
ing women; it was to him a manifesta-
tion of that Christian democratic spirit
which he abhorred. In his book called
"Beyond Good and Evil," he wrote: "A
man who has depth of spirit can only
think of woman as Oriental; he must
conceive of her as a possession, as con-
fiscable property, as being predestined for
service." Clearly, were such teaching to
become popular, women would once again
fall into their old position of inferiority.
Or, if you turn from philosophers to
the multitude, see in Bolshevism Russia
to-day what is the position of women in
a country where Christianity no longer
dominates public sentiment.

We must then take the position of
women in Christian countries to-day as
an illustration of the power and in-
fluence of Christian ideals on society.
We have no right to suppose that society
would maintain the positions that those
ideals have achieved, if the Christian
religion ceased to be believed. In a
word, the society in which we move owes
very much to the religion of Christ.
But is it so permeated and dominated by
that religion that we can call it a really
Christian society? Has there ceased, in
Christian countries, to be that difference
between the world and the Kingdom of
God, of which St. Paul spoke? The
answer must be emphatically "No."
Though society in Christian countries
owes what is best in it to Christianity,
it cannot yet be said of society in any
country that it has become so permeated
by the Christian spirit as to be in com-
plete accord with Christian ethics. A
few individuals in a nation may be great
saints but never yet has there been a
whole nation of real Christians. But if
a few great saints can attain a really
Christian standard of life it shows us
that the Christian ideal, though difficult,
is not impossible, and that is the ideal
after which we must strive. We have in
our baptism renounced "the pomps and
vanities of this wicked world," we have
put on the new man, which after God
has been created in righteousness and
holiness of truth, and so we must not
content ourselves with the standard of
the world, even of the Christian world,
for that standard of Christ. If the
Christian Church has had a tremendous
influence in changing the world, the
world has had its revenge by lowering the
ideals of the Church. St. Paul, in the
epistle for to-day, mentions some points
on which the Christian standard must
differ from the non-Christian. Let us
think whether in some of the matters he
mentions we are clearly living up to the
Christian standard.

"Putting away lying," he says,
"speak every man truth with his neigh-
bour." Is every Christian always truth-
ful? We may acknowledge that lying is
not so common amongst Christians as
amongst others. I suppose most of us
when we first came East were surprised
by the persistent and artistic lying of
the non-Christian population, who often
seem to avoid telling the truth for no
(Continued at foot of next column.)

TRADE REPORT. EXPORTS.

Rice.—The latest advice to hand from
Bangkok are to the effect that the present
embargo on shipments is not likely to be
lifted, and it is feared that the exporta-
tion of New Crop grain will also be con-
trolled by the Siamese Government.

The Cuban demand has helped our
market a good deal, and prices during
the past week have been fairly well main-
tained. This demand has now, to all
appearances, been satisfied, as we hear
that a large number of offers for Decem-
ber shipment to Havana and other Cuban
ports were not taken up.

Enquiries are beginning to come in
from the United States Pacific Coast
ports for New Crop rice, but so far we
have not heard of any actual business
having been put through.

Our closing quotations remain prac-
tically the same as last week's figure.

LARD.—There is little doing, but prices
remain fairly steady at last quotations.
The South American boat sailing early
next month will probably be taking away
about 10,000 cases for the Peruvian
market.

HIDES.—Supplies of cow-hides of good
quality are small, and the closing rate
for 3/15 lbs. is about \$90 per picul.
"Buffaloes" are plentiful, and dealers
are now asking \$57 for 18/40 lbs.

PEANUT No. 1.—Some business has been
done at \$23.50. The No. 2 grade can be
had at \$27.50.

WOOL OIL is quiet at \$23.50.

TAA OIL.—There is no business. The
closing price is \$24.50.

ANISED OIL.—A fair business has
been done in this line, and the market
closes steady at \$151.

CASSIA OIL.—Quiet. Quotations:—
75/80 per cent. at \$23.50, 80/85 per cent.
at \$24.50.

PUR.—There is nothing doing. Quota-
tions:—99 per cent. \$81 per picul; 98
per cent. \$79; 96 per cent. \$76.

ANTIMONY is neglected. 99 per cent.
\$235 per ton.

CANTHARIDES.—There is no business.
The present quotation is \$125 per
picul.

GALANGAL is quiet at \$5.25.

STAR ANISED.—At \$27.50, there is no
thing doing.

GALLINUS are quoted at \$38 with no
thing doing.

SARON CASSIA.—4/10/4 assortment can
be had at about \$32.

HONKAW AND FRIGHERS.—The conference
rate on general cargo has just been
raised by 20/100 per cent. Business with
Europe was already difficult enough
owing to high exchange, and this ad-
vance in freight will make matters all
the worse from an exporter's point of
view.

PACIFIC FREIGHTS.—Shippers have re-
cently been notified that the Pacific
liners are now prepared to make for-
ward bookings for six months ahead.

particular reason. But even acknow-
ledging that the standard of truth is
higher amongst Christians than amongst
others, can we say that it is what it
ought to be? Can you always and every-
where depend on a Christian speaking
the truth? I am afraid we must sadly
acknowledge that you cannot. Lies are
of the Devil, for he is a liar and the
father of lies, and to lie is to be a
traitor to Our Lord and join the Devil's
army. We are bound as followers of
Christ who is "the Truth" to have and
uphold a high standard of truth, and if
we lie we are not sinning against God,
but we are bringing reproach on the
religion which we profess.

Or, take the next point St. Paul men-
tions: "Be ye angry and sin not; let
not the sun go down upon your wrath."
Can we say that a Christian never com-
mits the sin of anger? I am afraid we
cannot. St. Paul recognises that there
are things which ought to stir us up to
anger by the hard-hearted hypocrisy of
the Pharisees. But too often we are
moved to anger by very different causes
from that. It is right to be angry at
meanness and hypocrisy and cruelty; but
it is not right to be angry at some sup-
posed affront or injury to ourselves. Yet
how often Christians lose their temper
for causes which should never even rouse
an angry feeling in our hearts, and how
often, when we have been unreasonably
angry, we take a delight in saying un-
kind things about the person who has
aroused our anger. Such conduct may be
in accordance with the world's standard
of ethics, but it is clean contrary to the
example of Christ, and is far below the
standard which even an average Chris-
tian ought to attain. Or take another
point mentioned by St. Paul in the epistle
for to-day. Let him that stole steal
no more. Honesty is taught by nearly
every religion, and the Christian people
are, no doubt, as honest as, or even more
honest than, others, but can we say that
the highest standard of honesty is
always adhered to by all Christians and
in all circumstances? We know we
cannot.

Let us remember that we Christians
are bound by the standard of ethics
which Christ gave us, we dare not allow
the world to set the standard for us, and
every Christian ought, by his high stand-
ard of life, to be an instrument in up-
lifting the standard on conduct around
him.

And let us remember that the real in-
centive of Christian conduct must always
be the presence of Christ with us. Take
away belief in Christ present with us,
and the Christian code of ethics becomes
a lifeless and impossible ideal. But
realise Christ's presence with us, and our
conduct as something which He always
sees, and then we have a motive which
can raise us to otherwise impossible
heights, the motive of winning the ap-
proval of Christ.

TRADE WITH GERMANY. POSITION AT COLOGNE. IMPORTANT STATEMENTS.

COLOGNE, September 9th.

In view of the resumption of trade be-
tween England and Germany, and the
recent removal of restrictions on certain
imports, I called on the president of the
British Chamber of Commerce established
in Cologne. The British Chamber of
Commerce in Germany was founded five
months ago by a group of British mer-
chants, who recognised the necessity for
the establishment of a body of this kind,
in order to take up and deal with purely
the commercial matters, and disentangle the
complex state of business generally exist-
ing then, owing to the special conditions
of the transitory period between war
and peace. The Chamber of Commerce
has developed enormously since its origin,
and has a very large membership cover-
ing a capital of more than £300,000,000,
representing industries which employ
3,000,000 workpeople in England. These
members comprise representatives of firms
whose names are household words in Brit-
tain, such as Messrs. Lipton, Wills,
Nestle, etc. In Cologne, at the present
moment, there are £10,000,000 worth of
British goods belonging to the members
of this Chamber of Commerce ready for
sale to the Germans.

Mr. Charles Knott, who is the energetic
President of this Chamber, and to whom
it owes very much of its success, said that
they were receiving every possible sup-
port from the military authorities.
The work of the chamber has increased
tremendously, so much so, that new offices
are now being looked for to deal with
this increase of work, connected with
shipping, bills of lading, source of origin,
etc., he said, and we contemplate open-
ing in the near future agencies and
branches in the principal cities of Ger-
many, although while in Berlin yester-
day, the British military authorities there
advised me not to start a branch in Ber-
lin till next spring, as they considered the
conditions in Berlin extremely unsettled.

MUTUAL ADVANTAGES.
The feelings of members of the British
Chamber of Commerce, the headquarters
of which are in Cologne, are, that if they
can obtain orders for British factories
they are doing useful work for Great Bri-
tain, and they also feel that it is in the
interests of Great Britain to give Germany
the necessary assistance to get on her feet
industrially, in order that she may be able
to pay her liabilities. It is also to the
advantage of Great Britain to supply
Germany with foodstuffs and raw
materials to start German factories going,
and so stamp out or prevent the growth
of Bolshevism, of which a recrudescence
is feared in the coming winter unless
steps are taken to assist Germany to raise
the value of the mark and to start her
factories going. More business has been
done in Cologne in two months now than
in the whole year previous to the war,
and this explains the necessity for a
strong commercial chamber to be formed,
working in harmony with the military
authorities and representatives of the
Board of Trade, in order to deal with
the extraordinary state of affairs brought
about by after-war conditions. The cham-
ber welcome all British travellers, and
supply them with any statistics and trade
information, list of buyers and likely
sellers, in every branch of trade, cover-
ing the whole of Germany.

Referring to the outcry against the
possible dumping of goods by Germany
in the markets of Britain, Mr. Knott
said: "We are extremely anxious to
provide against dumping, by organising
a system of offer and demand from
Germany to Great Britain under Ger-
man control. Yesterday I had a long
interview with Herr Erzberger, the Ger-
man Finance Minister, and Herr Muller,
the Foreign Minister, and they both
agreed heartily to my suggestion of open-
ing at once a clearing house in Berlin
to control markets and exports for the
express purpose of preventing dumping
on either side. We propose to arrive at
this by making arrangements whereby no
exports from Germany will be made un-
less offers are made by the exporting firms
to British firms, and accepted by them,
corresponding value in goods from Great
Britain, being accepted by German firms
for the German market. The principle
on which this will work will be the mar-
ket value of goods in England, and not
the value of the mark in Germany. This
will avoid unfair competition, whereby
traders established in England could buy
goods in Germany for next to nothing,
and swamp British markets. The Ger-
man traders taking goods in exchange for
their own merchandise have an advantage
in getting as much as they can, since they
cannot get money.

Another suggestion from German
merchants is, that Great Britain should
supply certain raw materials of which
she may not be in need herself, to Ger-
man factories for goods to be made up
for British manufacturers, and thus sup-
ply the orders they are at present unable
to fulfil, as, for example, in the Sheffield
industries, where there are orders which
cannot possibly be carried out for years
to come. German factories could make
up goods, while British manufacturers
would pay exactly the cost of labour and
materials, supplying their goods themselves
to their customers, and thus keeping the
trade in England, and, at the same time,
providing some work for German work-
men, and thus helping to keep out Bol-
shevism."

GERMAN "CONFIDENCE."
Here Mr. Knott again repeated his
previous statement that there was no pos-
sible doubt that Germany is in a very
bad way, and the danger of Bolshevism
in the coming winter is extremely great,
not only for Germany, but for the whole
of Europe. He also mentioned that the
confidence of Germans in Great Britain
had been greatly strengthened by the fair
treatment they have been receiving from
the British military authorities in the
occupied territory. They feel that Ger-
mans can appeal with a certitude of get-
ting justice from the British authorities.

(Continued at foot of next column.)

A NOCTURNAL VISITOR AT THE PEAK. SEEKING A CLANSMAN.

At the Magistracy, yesterday, a Chi-
nese was charged with being a rogue and
a vagabond and with being found in the
Peak district without any lawful excuse
at 11 p.m. on Sunday.

Sergeant Furdon stated that defendant
was met in Barker Road, near the Tram
station, by a constable. As the man could
not give a satisfactory explanation of
why he was there at that time of night,
he was arrested. At the Police-station
defendant stated that he was searching
for a friend, who was employed by Mr.
Chatham at 146, Barker Road. Defen-
dant was taken to the house, but none
of the servants recognised him. The de-
fendant then said that his clansman was
living at 148, Barker Road. At that
house a servant stated that he knew de-
fendant by sight.

Defendant now said that he was a
stranger to the Colony and was in search
of a clansman, living at 148 Wanchai
Gap.

Mr. Hutchison remarked that he was
inclined to believe the defendant and dis-
charged him.

SMUGGLING OPIUM.

CHINESE FINED \$2,000.

At the Magistracy, yesterday, a Chi-
nese was charged with being in unlawful
possession of 40 taels of prepared opium.

Defendant claimed the drug as his prop-
erty, stating that he brought it from
Singapore.

It was stated that when the Police
went on board a junk on which defen-
dant was a passenger, he threw the
opium overboard, but it was recovered.

Mr. Hutchison fined defendant \$2,000,
with the alternative of six months' hard
labour.

A Chinese woman was charged with the
unlawful possession of five taels of opium.
The defendant said that a man whom
she did not know accosted her on the
Canton wharf and asked her to convey a
parcel to a friend.

Inspector Macdonald stated that when
the woman was searched the opium was
found concealed underneath her jacket.

Mr. Hutchison fined defendant \$300.

SETTING FIRE TO A GOVERNMENT PLANTATION.

Three devout Chinese visited their
ancestor's tomb at Stanley on Sunday
morning to worship. As is the usual cus-
tom, they burnt joss-sticks and lit num-
erous candles round the tomb. After hav-
ing concluded these rites the party went
on their way rejoicing with lighted tapers
in their hands. While crossing the Gov-
ernment plantation, however, they drop-
ped the lighted candles indiscriminately
along the pathway, setting fire to some
dry grass. A serious grass-fire might
have resulted but for the intervention of
the forest guard. The three worshippers
were arrested and, at the Magistracy,
yesterday, were fined \$2 each for setting
fire to the Government plantation.

"A PERFECT PEST."

At the Magistracy, yesterday, a Chi-
nese was charged with begging alms.
"He is a perfect pest," said Sergeant
Aris, "and harasses the Europeans in
Kowloon."

Mr. Hutchison fined defendant \$5.

Asked as to his opinion of what assist-
ance Great Britain and America will give
to Germany, Mr. Knott replied that he
was afraid that opinion, both in Amer-
ica and Great Britain, was such as to
prevent Germany receiving the assistance
she sorely needs, and events will there-
fore take a very bad turn. The serious
situation of the coal question, lack of
food, and unemployment will, in the com-
ing winter, bring about very grave
changes.

He referred to the fact that Germany
was our principal market for export
trade before the war, and we must use all
our energies to recover a great deal of
that lost trade. He thought that ade-
quate measures had been taken by the
British Government to protect "key"
industries, and the British Chamber of
Commerce established in Germany feel
that the road is now open to assist Ger-
many in British interests. The only hope
of Germany can come if England and
America help Germany to get on her feet
industrially; when she must inevitably
become our biggest customer. "There
was no danger," he remarked, "of a re-
currence of the vaunted German supra-
macy as it existed before the war. We
have to choose the lesser evil—we must
either help Germany and face the pos-
sibility of her competing with us by our
producing the better article and by set-
ting up efficient trade organisations such
as this chamber of commerce, or we must
leave Germany to her fate, in which case
bankruptcy and all that it means must
of necessity follow." (Reuter's "Special
Service.")

H.M.S. "HAWKINS."

ARRIVAL OF THE NEW FLAGSHIP.

OFFICIAL LANDING OF ADMIRAL DUFF

H.M.S. *Hawkins*, which has been described as the most powerful light cruiser in the world, arrived in Hongkong Harbour at about 4 p.m. on Sunday, carrying Sir Alexander Duff, K.C.B., the new Commander-in-Chief of the China Squadron. Sir Alexander, who succeeds Sir Frederick Tudor, R.C.M.G., was Director of the Mobilisation Division of the Admiralty from 1911 to 1914, and was awarded the C.B. in 1912. In 1914, he was appointed Rear-Admiral of the Fourth Battle Squadron. He was one of Lord Jellicoe's Divisional Commanders in the Grand Fleet in the Battle of Jutland, his flag being flown in the *Superb*. He was awarded the C.R. (Military) for his services in the action. When Lord Jellicoe went to the Admiralty in November, 1916, Rear-Admiral Duff accompanied him for the purpose of re-organising the measures for the suppression of the submarine menace, and he was appointed in charge of the Anti-Submarine Division of the War Staff created at that time by Sir Edward Carson. In May, 1917, he became an additional member of the Admiralty with the title of Assistant Chief of the Naval Staff, and continued in that capacity till he received his present appointment, which is the first time he has flown his flag in foreign waters.

Yesterday morning, shortly after eight o'clock, the salutes were fired from the flagship, and returned by a battery in Kowloon. Similar compliments were exchanged with the U.S.S. *Helena*, the only other foreign warship in port. Sir Alexander made his official landing at about 10.30. He was met at Blake Pier by Commodore Gurner. A guard-of-honour, supplied by the Manchester Regiment, under the command of Capt. Barrell, having been inspected, the Admiral, accompanied by the Commodore and the Admiral's Private Secretary (Capt. Miller, D.S.O.), proceeded by motor-car to Government House, where he was received by H.E. the Governor. A guard-of-honour, supplied by the 2nd Punjab and commanded by Capt. Gray, was in attendance.

During the day several other official calls were made. H.E. the Governor visited the *Hawkins* to return the Admiral's call. The Admiral visited the General Officer Commanding the Troops, who returned the visit later in the day. Commander Davis, of the *Helena*, also visited the *Hawkins*. The *Hawkins* will leave for Wei-hai-wei on Friday, but Sir Alexander Duff will remain in Hongkong. The flagship will take Vice-Admiral Sir Frederick Tudor, Lady Tudor, and Flag-Captain and Mrs. Fisher from Wei-hai-wei to Yokohama, where, it is understood, they will embark on the *Empress of Russia* and travel home via Canada. Nothing is known definitely of Sir Frederick Tudor's new appointment.

OFFICERS OF THE "HAWKINS."

The officers of the new flagship are as follows:—

Vice-Admiral,	Sir Alex. L. Duff, K.C.B. (Commander-in-Chief, China Station).
Secretary,	H. Miller, D.S.O.
Flag-Lieutenant,	R. R. Stewart.
Staff,	
Flag-Capt. and Chief of Staff,	R. G. H. Henderson, C.B.
Secretary,	Arthur C. Hemslay, O.B.E.
Commander,	N. A. Weddhouse.
Lieutenant,	C. J. M. Lang.
Engineer-Captain,	Wm. A. Dathan.
Clerks to Secretary,	Jean H. B. Lejeune, M. H. Elliott.
Commander,	Geo. F. B. Edward Collins.
Lieut. Commander,	F. W. Bennett.
Lieutenant,	T. B. Drew, O.B.E.
	P. H. Bonham-Carter, Roderick E. F. McQ. Mackenzie D.S.C.
	Donald K. Bain, J. K. Laughton, E. W. H. Jeans, J. D. Chapple, D.S.C., R. R. Beauchamp.
Eng. Commander,	A. G. Archard.
Lieut. Col., R.M.,	B. G. Weller, C.B., D.S.C.
Lieutenant, R.M.,	A. B. Woodhall.
Chaplain,	Rev. J. B. Pim, M.A.
Instructor-Lieut.,	C. S. Stuart, B.Sc.
Surg. Commander,	Wm. E. Gribbell.
Pay-Mr. Commander,	H. J. D. Spriggs, O.B.E.
Surg. Lieutenant,	J. L. Priton, M.B., B.S., M.R.C.P.
Pay-Mr. Lieutenant,	H. A. Thompson.

Sub-Lieutenant,	C. F. C. Neele.
Mate,	G. C. F. Branson, E. R. Eastbrook.
Pay-Mr. Sub-Lieut.,	C. S. B. Hickman.
Chief Gunner,	John Turner.
Chief Boatswain,	George Taylor.
Gunner,	Edward W. Arkle, Percy G. Pantony, Anthony J. Cutting, Sidney H. Joyes.
Boatswain,	W. J. Veerhault.
Signal Boatswain,	C. W. Samways.
Warrant Shipwright,	John A. Miller.
Artificer Engineer,	Albert E. Lovett.
Warrant Telegraphist,	George Vince.
Warrant Mechanician,	Charles Patch.
Midshipman,	J. Hughes-Hallett, T. J. L. Watkins, J. D. Ainger, C. W. Hope, Wm. L. Bond, Ian M. Hooper, G. R. Cook, P. B. McDonald, H. A. Hinds, P. Skelton, C. C. Brown, C. F. Walker.
Paymaster Cadet,	Harry S. Howell.

Capt. B. G. H. Henderson, the Commander of the *Hawkins*—which, by the way, was built at Chatham at a cost of £750,000 and was launched by Lady Robert, son served as commander of the *Erin* during the war, and then went to the Admiralty, where, with Admiral Duff, he was engaged in connection with conveying work.

DESCRIPTION OF THE "HAWKINS."

The *Hawkins* may be shortly described as a very much improved *Birmingham* type. She was designed in 1917 to meet possible improvements or advances in designs of the German light cruisers, such as the *Bremen* class, special attention being paid to her sea-keeping qualities and her capacity for maintaining speed in weather where other light cruisers are handicapped. In the design, foreign service and long cruises were considered, and in view of the difficulty which might arise at times in obtaining a supply of oil fuel, some of the boilers are arranged for burning coal, the power obtained from them alone being sufficient for cruising speed. The fitting of both coal-burned and oil-fired boilers and the necessary provision for stowing large quantities of coal and oil fuel, in conjunction with the high speed required at full power, and the arrangements of the primary gun armament (seven 7.5 in. guns, six of which can fire on either broadside, five guns being on the middle line), made a long and large vessel necessary. The length between perpendiculars is 565 ft., overall 603 ft., and the breadth at fore-castle deck and underwater bulge of 85 ft., the breadth at the waterline being a few feet less.

In order to render the vessel as safe as possible in the event of flooding through damage to the hull caused by grounding, collision, and mine or torpedo explosion, watertight bulkheads and decks are fitted which divide the vessel into a large number of watertight compartments. Except for the bunker doors, the door to the torpedo head magazine and the door in the bulkhead between the main and auxiliary steering compartments, there are no doors in any of the transverse watertight bulkheads below the lower deck. Also, in view of the vessel being generally more liable to damage and consequent flooding at the fore end, the main transverse bulkheads in the lower deck were spaced forward to have no doors. This arrangement, although, perhaps, somewhat inconvenient to the occupants of these spaces, makes for greater safety of the vessel. The bulges, which extend generally throughout the length of the boiler and engine-rooms, are for the purpose of giving greater safety against torpedo attack. If portions of the bulges on one side are damaged, the bulge on the other side can be flooded as necessary to bring the vessel upright again. It is possible for both the engine-rooms or for all three boiler-rooms to be flooded, and the vessel will remain afloat in a stable condition, providing no water obtains access through side scuttles being left open.

Since the vessel was designed numerous additions have been made, as a result of progress and war experience to improve the efficiency of the gun and torpedo control, etc. These additions, and also the addition of the above-water torpedo tubes, have involved a comparatively large increase in the number of the crew, but it has unfortunately not been possible to allocate any additional space for their accommodation. A feature which will no doubt be noticed in the structure at the sides of the vessel at the after-end of the boat deck. This structure is arranged to give the necessary strength and rigidity at this position where the section of the vessel changes so considerably.

In this new ship where the comforts of the men have been studied, it is interesting to note a distinct innovation in the provision of a recreation space forward. Here games of all sorts are provided, and cinematograph shows are given for the entertainment of the ship's company. A system by which films will be exchanged for new ones at the ports should make this new departure much appreciated. Sport will be a prime factor in this ship. Among the officers are Commander Weddhouse,

the international Rugby footballer, and Lt. Bonham-Carter, whose prowess at cricket is so well known at Plymouth. There is a fine sporting element among the ship's company, and every encouragement will be given. The bathtubs allotted to the different departments in the ship show a big improvement as compared with other seagoing ships.

General messing has been introduced, and this is expected to greatly benefit the whole of the ship's company. One of the most interesting features of the new ship is the provision of a splendid refrigerator. By this means the ship's company will be supplied with fresh provisions throughout the commission, no matter where the ship might be or what the climate. The value of this improvement is most apparent. Its carrying capacity is enormous. Big improvements have also been made in the galleys. Adjoining them preparing rooms and pantries have been provided. After the meals the dirty utensils are collected, taken to the scullery, and washed by a staff specially detailed. An up-to-date bakery, electrically controlled, enables fresh bread to be provided daily, and an excellent canteen is run by Ah Ying. There is also a ship's band, and in this respect it is interesting to state that a special "Hawkins March," composed by the wife of Lt. Com. Drew, has been presented to the ship by that lady, and was played as the ship steamed out of Portsmouth harbour. A well-appointed barber's shop is greatly appreciated, whilst attached to the canteen is a lemonade factory, in which mineral waters are prepared daily.

AN OLD DEVON SEA DOG.

An interesting handbook dealing with the history of the ship has been written by Com. F. W. Bennett, and issued gratuitously. The handbook contains much instructive information concerning the hull and armament of the vessel, as well as on such subjects as engineering, electricity, general drills, boats and boatwork, organization, salutes and ceremonial, etc. This is probably the first time that such a publication has been written and supplied to the men. It contains over a hundred pages of information, and, in addition to its instructive value, is being regarded as a souvenir of the *Hawkins* first commission. In his general remarks, the author points out that the ship is named after the great seaman and commander, Sir John Hawkins, of Armada fame, who was born at Plymouth in 1532. He was the second son of William Hawkins, "sea captain, merchant, and Mayor of Plymouth, 1582-9, whose ancestor had been a long line of Hawkins (or Hawkyns) of Tavistock. His elder brother, William, was also a great sea captain, but dropped his sea-faring career earlier, and became Mayor of Plymouth, in which post he fitted out seven ships against the Spanish Armada. It is interesting to observe that, in 1594, before leaving Plymouth on an expedition, Hawkins' sailing orders concluded with the quaint advice from Queen Elizabeth to "serve God daily, love one another, preserve your vituals, beware of fire, and keepe good companie." This biography of Hawkins is most interestingly written, and deals fully with the life and adventures and the many expeditions of the old Devon sea dog whose memory the new flagship perpetuates.

THE GREAT NAME OF HAWKINS.

Continuing, the writer says:—"We may therefore readily consider H.M.S. *Hawkins* to be named after this brave sailor or great seaman—Sir John, his father William, his brother William, his son Sir Richard, and his nephew William. The last was the originator of British trade in the East, in founding an English factory at Surat, after visiting and negotiating with the Great Mogul at Agra. All were instrumental in introducing the right of Britain to show her flag over the seven seas at a time when just Spain was being contested by the young might of Spain, with wealth incalculable and with cunning and bravery almost superhuman. And so must the great name of Hawkins be honoured for all time."

Occasionally, the ship embodies some of the lessons learnt during the war, and we must try, by making her as smart and efficient as ever ship was, without uncquely reverting to pre-war methods, to show that we have also learned many lessons in routine administration during the war. H.M.S. *Hawkins* is the first ship of this name that the Navy has possessed; it will therefore be even more necessary for all who sail in her to try and make a reputation for her in all branches—efficiency, smartness, comradeship, comfort, loyalty, and sport—which will set a very high standard for all future ships of the same name to look up to and to endeavour to attain. That a ship is known by her boats is an old service saying, and this is true; but a ship is even more known by her *esprit de corps*, which simply means the high opinion held by officers and men of themselves, each other, and the ship, which opinion should not usually be unduly concealed. Sir John Hawkins' ideals were—Progress, efficiency, loyalty, and sympathy. Let us take these as watchwords, and the success of the commission will be assured."

The *Hawkins* is a sister ship to the *Raleigh*, which was launched at Messrs. Beardmore's works, Dalmuir, recently; of the *Frobisher*, now on the ship at Devonport; and the *Effingham*, which is being built at Portsmouth.

AMMUNITION CASES.

AMERICAN VESSEL'S BRITISH LAWS.

At the Magistracy, yesterday, a Chinese youth, who arrived in Hongkong from Manila by the *Empress of Russia*, was charged with being in unlawful possession of a Daisy air-gun.

Defendant expressed himself as surprised that the Hongkong law was more severe than the Manila law. In Manila, he said, they were allowed to carry an air-gun without interference by the Police. Mr. Hutchison fined defendant \$5, and asked him to apply to the C.S.P. for the return of the air-gun.

HIS FATHER'S SWORD.

A Chinese youth brought his father's sword, presented by the Military Academy, U.S.A., to Hongkong, as an heirloom, and was arrested for being in unlawful possession of a dangerous weapon.

When charged, yesterday, the youth explained the situation, and Mr. Hutchison, remarking that he did not think the youth intended to use the sword for an unlawful purpose, discharged him, telling him to apply to the C.S.P. for the return of the weapon.

CHINESE FINED \$100.

A Chinese was charged with being in unlawful possession of 200 rounds of ammunition.

The man was arrested on the Kowloon wharf on Saturday, and the ammunition was found in a basket he was carrying. Mr. Hutchison fined defendant \$100, with the alternative of three months' hard labour.

A Chinese was charged with the unlawful possession of 100 rounds of ammunition.

Mr. C. H. Lyson stated that defendant arrived in the Colony a few days ago after a long stay in America, and was ignorant of the laws of the Colony. Mr. Lindsell fined defendant \$20.

MINISTERING CHILDREN'S LEAGUE ENTERTAINMENT.

The funds of that deserving charity, the Ministering Children's League, are to benefit by an entertainment which will be given at the Theatre Royal next Saturday, under the distinguished patronage of H.E. the Governor, H.E. Major-General Ventris, Sir William Ross Davies, Commodore Gurner and the Hon. Mr. Claud Severn. A portion of the programme, comprising vocal and instrumental items, will be supplied by some of Hongkong's leading amateurs, among whom will be at least one gentleman, very popular in local A.D.C. circles, who has recently returned to Hongkong from war service. The remainder of the programme will be made up of a potted revue entitled "Chin-Chin Hongkong," specially written and set to music by Mr. Charles Weatherly. The "Prize Packets," who are presenting this revue, are already well-known in Hongkong, where they have won golden opinions by their taut singing and general entertaining abilities. They are not strangers to revue work, for they took part in that type of entertainment for several months in Calcutta and Bombay towards the end of last year and early this year. "Chin-Chin Hongkong" contains numerous topical allusions, and a couple of songs about Hongkong that are sure to find their way into popular favour.

TO-NIGHT'S ORGAN RECITAL.

The following is the programme of the Organ Recital to be given in St. John's Cathedral at 6.15 p.m. to-day:—

- 1.—Prelude and Fugue in C minor, Bach
- 2.—"Slumber Song," Nevill
- 3.—Solo, "Who loves not Know ledge!" L. Lehman
- 4.—Pastorale, Caesar Franck
- 5.—Hymn 12
- 6.—March Pontificale, de la Tombelle
- 6.—Solo, "Eye hath not seen" A. R. Gaul
- 7.—Benediction, R. Kinder
- 8.—Duet, "The Day is Done" H. Lohr
- 9.—Bewley Bird
- 10.—Bewley Bird
- 11.—Bewley Bird
- 12.—Bewley Bird
- 13.—Bewley Bird
- 14.—Bewley Bird
- 15.—Bewley Bird
- 16.—Bewley Bird
- 17.—Bewley Bird
- 18.—Bewley Bird
- 19.—Bewley Bird
- 20.—Bewley Bird

During the singing of the hymn a collection will be taken in aid of the general expenses of the Cathedral.

HIDDEN QUALITY

WHAT IS UNDER THE SURFACE IS AS GOOD AS ON THE SURFACE.

A PIECE OF FURNITURE MAY LOOK OUTWARDLY ATTRACTIVE; IT MAY BE COVERED IN GOOD MATERIALS. THE DESIGN MAY BE SOUND—BUT IF THE OUT-OF-SIGHT FEATURES ARE NOT UP TO STANDARD, THAT PIECE LACKS QUALITY.

IT IS CLOSE ATTENTION TO THESE DETAILS THAT ENSURES EACH ITEM OF OUR PRODUCTIONS BEING UNRIVALLED IN VALUE AND CONSTRUCTION.

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IN UPHOLSTERY WE USE ONLY THE BEST COPPER WIRE SPRINGS, FINE HAIR STUFFINGS, AND IN WOOD, WORK ONLY THE BEST OF TEAK AND HARDWOOD.

THEREFORE OUR FURNITURE AND UPHOLSTERY MEANS TO YOU DEPENDABLE HONEST GOODS AT WORTH-WHILE PRICES.

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UNIVERSAL IMPORT & EXPORT CO.
GENERAL COMMISSION AGENTS.
(Hotel Mansions, Top Floor).
P.O. BOX 514.
"VIOTYP" TYPEWRITERS.
Put it in your pocket before you start and you will then be able to type in your pocket. The only typewriter which enables you to do this is the VIOTYP MINUTEMAN which is no larger than the hand, weighs 1 lb. and stands 1 inch in height. A marvel of ingenious mechanism.
Owing to the high rate of Exchange we have now reduced our price to \$15 & \$20.
Now exhibited at "THE VICTORIA PRINTING PRESS,"
Distributed by UNIVERSAL IMPORT & EXPORT CO.

NEW COLUMBIA RECORDS

- A2768 ALCOHOLIC BLUES FOX - TROT
- " KANSAS CITY " "
- A2761 HAWAIIAN MOONLIGHT WALTZ
- " NIGHTS " "
- A2764 MERCI BEAUCOUP FOX - TROT
- " MY CAIRO LOVE " "
- A2760 WILD HONEY WALTZ
- " HAWAIIAN SMILES " "

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SEASONABLE UNDERWEAR
IN EVERY WEIGHT AND SIZE.

SWEATERS.

We have a large assortment of White and Coloured Sweaters for

GOLF, TENNIS, CRICKET, ETC.
GOLF HOSE SOCKS & SHIRTS
IN PURE WOOL

GLYN'S HATS

IN
FELT, STRAW, VELOUT, AND TWEED.
INSPECTION INVITED.

NEW ADVERTISEMENTS

NOTICE OF REMOVAL.

ON WEDNESDAY, OCTOBER 29TH, we are removing to our new premises No. 25, DES VŒUX ROAD CENTRAL. Removal will be completed by 1st November next. New Stocks of Machinery, Office Equipment and Appliances will be exhibited in our main showroom on the ground floor, and with more extensive premises we shall aim to give our customers increasingly efficient service.

ALEX. ROSS & CO.
[1445]

DIOCESAN BOYS' SCHOOL, HONGKONG.

DURING the absence on leave of the Rev. W. T. FRANKLIN, Headmaster of the above School, the Acting Headmaster will be the Rev. A. J. S. STEARN, M.A. (Cantab). The appointment will date from October 30th, 1918.

Rev. H. C. MOYLE,
Hon. Secretary.
[1446]

THE ASSOCIATION OF EXPORTERS AND DEALERS OF HONGKONG.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING of Members will be held at the Secretary's Office, Chartered Bank Building TO-DAY (TUESDAY), OCTOBER 29TH, at 4 P.M., for the purpose of discussing the rise of freight rates by the Home-ward Freight Conference.

By Order,
E. A. M. WILLIAMS,
Secretary.
Hongkong, October 28th, 1918. [1447]

WANTED.

EUROPEAN CLERK with experience in Imports and Exports. Good opportunities. Write stating qualifications and salary required. Box No. 1448. Care of "Daily Press" Office. [1448]

WANTED.

SHROFF WANTED. Local firm require capable and energetic SHROFF with security. Good salary to right man. Apply—Box No. 1418. Care of "Daily Press" Office. [1449]

LOST.

FROM 6, Broadwood Road. Young Pomeranian PUPPY Dog, sable colour. Finder please notify this address. [1453]

SPECIAL NOTICE.

MRS. SADIE PIAK will exhibit the latest Creations from New York. Ladies' Evening Gowns, One-piece Gowns, Tailor made, Millinery, etc. One week only, October 25th to November 2nd, King Edward Hotel, Room 42. Hongkong, October 24th, 1918. [1456]

WANTED.

WIRE-HAIRED TERRIER. Advertiser desires to obtain a young dog, wire-haired English terrier; must be of good shape and breed. Box No. 1430. Care of "Daily Press" Office. [1450]

WANTED.

SECOND ENGINEER for British Steamer "SISMAN". Apply—GERMANY CIGAR STORE, 18, Nathan Road, Kowloon. [1411]



WAR DEPARTMENT CONTRACTS.

SEALED TENDERS will be received at the Office of the Officer Commanding Royal Army Service Corps, Headquarters, Victoria Barracks, until 12 Noon, on THURSDAY, NOVEMBER 12TH, 1918, for the supply of HOUSEHOLD COAL to the War Department, for the period December 1st, 1918, to March 31st, 1919.

Forms of Tender and other particulars may be obtained personally, or by letter from the above-named Office between the hours of 10 A.M. and 1 P.M. Hongkong, October 24th, 1918. [1431]



SALE BY TENDER OF H.M.S. "WHITING" AND H.M. TORPEDO BOATS 035, 036, 037 and 038.

TENDERS are invited for the purchase of the above-named Torpedo Craft with Engines and Boilers and Various auxiliary machinery and its fittings on board. The vessels will be sold for breaking up only.

Particulars of the Ships, Conditions of Sale, Forms of Tender and Permits to inspect the Ships, may be obtained on application to the undersigned. A deposit is required by forms of tender can be issued. The vessels will be sold separately, and intending Tenderers may quote for all or any of the vessels.

The vessels will be on view in the Naval Camber, Kowloon, between the hours of 10 A.M. and 4 P.M. from 24th October to 8th November inclusive (Sunday excepted) and Tenders must reach the Commodore's Office not later than 12 Noon on the 10th NOVEMBER.

NAVAL STORE OFFICER
Hongkong, October 29th, 1918. [1444]

INTIMATIONS

NORTH CHINA INSURANCE CO., LTD.

HONGKONG BRANCH.

M. R. S. J. CHINCHEN will RESUME charge of above Branch from TO-DAY.
Hongkong, October 27th, 1918. [1440]

HONGKONG GYMKHANA CLUB.

THE FIFTH GYMKHANA MEETING of the Season will be held at HAPPY VALLEY, on SATURDAY, NOVEMBER 1st, commencing at 2.45 P.M. The Charge of Admission will be \$1 for others than Members of the Hongkong Jockey Club or Gymkhana Club. Soldiers and Sailors in uniform Free. The Committee invite the Ladies of Hongkong to be present.
Hongkong, October 24th, 1918. [1441]

HONGKONG JOCKEY CLUB.

NOTICE.

MEMBERS are reminded of the HALF-YEARLY MEETING called for on SATURDAY, NOVEMBER 1st, at 12.30 P.M. at the Offices of the Jockey Club, on the Ground Floor of the Hongkong Club Annex, Chater Road.

G. W. GEGG,
Acting Clerk of the Course.
Hongkong, October 17th, 1918. [1402]

A. S. WATSON & CO., LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of A. S. WATSON & CO., LIMITED, will be held at the Hongkong Hotel on the 5th day of NOVEMBER, 1918, at Noon, when the subjoined resolution, which was passed at the Extraordinary General Meeting of the Company held on the 26th day of October, 1918, will be submitted for confirmation as a Special Resolution.

"That the new Articles already approved by this Meeting, and for the purpose of identification subscribed by the Chairman thereof, be and the same are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof."

Dated this 31st day of October, 1918.
JOHN D. HUMPHREYS & SON,
General Managers. [1450]

UNION INSURANCE SOCIETY OF CANTON LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Society will be held at the Registered Office of the Society, Nos. 3 and 4, Queen's Building, Victoria in the Colony of Hongkong, on FRIDAY, the Seventh day of November, 1918, at 12 o'clock Noon, when the subjoined Resolutions will be proposed:—

1. That the fusion of the interests of the Union Insurance Society of Canton, Limited, (in this and the following Resolutions referred to as "the Society") and the North China Insurance Company Limited (in this and the following Resolutions referred to as "the Company") be approved of and agreed to on the basis following:—
- (a) That shares of the Society of the nominal value of £10—each whereof £4—per share shall be credited as paid up be allotted to the shareholders of the Company in exchange for the shares of the Company in the ratio of one and a half shares of the Society for each one share of the Company.
- (b) That the Society in addition make payment to the shareholders in the Company of the sum of £5. (Five pounds) Sterling in cash for each one share in the Company held by such shareholders exchanging their shares in manner and upon the basis mentioned in clause (a) above.
2. That for the purpose of carrying into effect Resolution No. 1 (a) above, the Society do issue of £10 each (whereof the sum of £4 per share is credited as paid up) out of its unissued capital of 104,000 shares.
3. That the 15,000 shares referred to in Resolution No. 2 above and when issued to rank for dividend and in all respects pari passu with the existing Ordinary shares of the Society and that the balance (if any) of such 15,000 shares be dealt with in such manner as the Board of Directors of the Society shall think most beneficial to the Society.

Dated this Twenty Fifth day of October, 1918.
C. H. P. HAY,
Deputy General Manager. [1435]

WE HAVE

Great Varieties of used and unused POSTAGE STAMPS
Single, Sets, Packets, Bags, and on Approval Books
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GRACA & CO.,

Dealers in
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AUCTIONS

BY ORDER OF THE OWNERS.

PUBLIC AUCTION.

THE VERY VALUABLE BUILDING SITE Situate at KOWLOON POINT, TSIMTSATSUI.

WITH LARGE FRONTAGE ON KIMBERLEY ROAD, KOWLOON, RIPE FOR IMMEDIATE DEVELOPMENT.

To be Sold by PUBLIC AUCTION, ON THURSDAY,

The 30th day of October, 1918, at 12 o'clock Noon

by Mr. GEO. P. LAMBERT

at his Auction Room in Duddell Street.

The Property consists of:—

All that piece or parcel of ground situate at Kowloon in the Colony of Hongkong and registered in the Land Office as THE REMAINING PORTION OF KOWLOON INLAND LOT NO. 1154.

The Property is situate in a very desirable position ready for immediate building purposes.

Particulars and Conditions of Sale may be obtained from:

Messrs. DEACON, LOOKER, DEACON & HARTSON,

1, Des Vœux Road Central, Hongkong.

Or From Mr. GEO. P. LAMBERT, The Auctioneer. [1392]

PUBLIC AUCTION

By Order of the Mortgagees

MR. G. O. P. LAMBERT has received instructions to sell by Public Auction

On FRIDAY,

the 31st day of October, 1918, at 3 o'clock in the afternoon at his Sale Room in Duddell Street, Victoria, Hongkong.

The Steamship "ASIA"

1061 tons now lying in Kowloon Bay in the Harbour of Hongkong together with all the furniture, Store equipment and appurtenances now on board.

IN ONE LOT

This ship is a Chinese ship registered in Canton and is constructed of steel. She has the following dimensions: Length 97 1/2 feet, Breadth 32 feet 6 inches, and Depth 18 feet 6 inches, and her speed is about 10 knots.

For further particulars and conditions of Sale and for orders for inspections of the vessel please apply to—

Messrs. KUNG YUEN, 123, Wing Lok Street,

Messrs. DEACON, LOOKER, DEACON & HARTSON,

1, Des Vœux Road Central, Vendors' Solicitors

or to Mr. GEO. P. LAMBERT, The Auctioneer. [1393]

A. G. DA ROCHA,

IS THE AUCTIONEER.

A. G. DA ROCHA,

AUCTIONEER, SURVEYOR AND GENERAL BROKER.

Queen's Road Central, Telephone No. 2321.

FAYOURED with instructions from the concerned

will sell by Public Auction, TO-DAY (TUESDAY), October 29th, 1918, at 2.15 P.M.

at his Sales Room.

A QUANTITY OF MISCELLANEOUS GOODS & EFFECTS.

Also

Very best quality Woollen Blue Serge, in good condition, 7 yards or 8 yards, suit length.

20 cases Silk Hand Soap by Pect Bros. Co., San Francisco.

20 cases Crystal White Soap, Pect Bros. Co., San Francisco.

10 cases Life Guard Milk.

20 cases B. & K. Best Australian Jam.

40 cases Laundry Soap.

60 Red Blankets.

15 Beas or Motor Car Rugs.

3 cases Sand Cloth.

4 cases Sand Paper.

60 doz. Rose Soap.

10 cases Turkey's Liqueur Whisky.

50 cases "Heart" Brand Salamander Brandy.

5 cases Schweppes' Cordial Lime Juice.

And a long line of Sundries.

Also

3 Bales Superior quality Canadian Leather. Terms—Cash on delivery. Hongkong, 24th October, 1918.

A. G. DA ROCHA,

AUCTIONEER, SURVEYOR AND GENERAL BROKER.

Queen's Road Central, Telephone No. 2321.

HAVING been Favoured with instructions from Messrs. DAVIS & CO., Ltd.

will sell by Public Auction on FRIDAY, October 31st, 1918, at 2.25 P.M., at The Hotel Mansions 4th Floor Room No. 18.

SUNDAY FURNITURE AND EFFECTS.

Comprising—

Blackwood Furniture, Glass and Crockery Ware, Tables, Chairs, Wall Plates, and Sundries.

Also

One Parlour Billiard Table, in first class condition with Balls, Cues and Accessories by The Brunswick Balke Collender Co., U.S.A.—"Monarch Cushions."

On view from Thursday, October 30th. Terms—Cash on delivery. Hongkong, October 26th, 1918.

INTIMATION

WATSON'S
FINEST
OLD BROWN
LIQUEUR
BRANDY



25 YEARS IN WOOD

SPECIALLY SELECTED FOR

A. S. WATSON & CO.
LIMITED.

WINE AND SPIRIT MERCHANTS.

TEL. 618.

BIRTH.

HAYLOCK-DAVIES.—On October 24th, at Hongkong, the wife of Captain P. HAYLOCK-DAVIES, R.A., of a daughter.

MARRIAGES.

FAIRWORTH-BUCKLER.—At All Saints' Church, Tientsin, on October 8th, Cyril FAIRWORTH, youngest son of the late William FAIRWORTH of Bolton, to LILLIAN J. BUCKLER, youngest daughter of Harry Buckler, of Leicester.

MACARTNEY-VAN-CORNBACH.—At H.B.M. Consulate, Shanghai, on October 18th, and afterwards at Holy Trinity Cathedral by the Rev. C. J. F. Symons, THOMAS LAMONT, eldest son of the late Dr. T. L. and Mrs. Macartney, of Liverpool, to HILDA MAY, youngest daughter of the late Mr. H. W. B. and Mrs. Van-Cornbach, of Shanghai.

DEATHS.

ANDERSON.—At Shanghai, on October 20th, HENRY GEORGE ANDERSON, aged 47 years.

LOPES.—At No. 32, Haskell Road, Shanghai, on October 19th, MARY LOPES, the beloved daughter of Mr. and Mrs. C. A. M. Lopes, aged 24 years.

HONGKONG OFFICE: 104, DES VŒUX ROAD, C.

SHANGHAI OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, OCTOBER 28TH, 1918.

THE GERMAN FETISH.

The natural reaction against German influence caused by the war is to some extent justified by the fact that in many cases German thought and German methods have had too much importance assigned to them. German scholarship must certainly be commended for its thoroughness, though at times this thoroughness results in the pursuit of trivial details with an earnestness far out-reaching their value. The wood is too often obscured by the trees, and the painful student emerges from the intricacy with but little more enlightenment than when he entered it. An inability to decide between the important and the unimportant, between the vital and the negligible, permeates the whole of German criticism; the enormous verbosity of which, moreover, is to some extent its own enemy. A curious instance of the results of this lack of proportion is afforded by the complaint of a late well-known English philologist, rendered the more interesting by the fact that in philology

German scholarship has undoubtedly shown its greatest brilliance. The complaint was that while German methods had been introduced into England by English philologists, in many cases English researches founded on these methods had been re-exported to Germany and then imported again as original German products. This, of course, means that the German ideas had been painfully disengaged from their surrounding verbosity and clarified by English thinkers, their subsequent re-importation as German products being due to the German fetish. It must be remembered, also, that the best work in German philology was done many years ago, while the brilliant generalisations of MAX MÜLLER, the last of his school, have been shown, by newer hands, to be more or less unsound. Turning to another branch of science in which the Germans have made their name—biology—one is again struck by the immense amount of painstaking research and the inability to make sound generalisations from the result of all this labour. HAECKEL, the most popular writer on this branch of science, leaves upon the reader the same impression as is obtained from a perusal of PLATO—that the writer is too often playing with words; thinking in words and not in ideas. The riddle of the universe, does not seem solvable on these lines—if, indeed, it be solvable on any—and again the brilliant generalisations are unsound. Nevertheless, in spite of this lack of lucidity of intellect, it must be admitted that German thoroughness has been strikingly successful in the sciences akin to biology, more especially in therapeutics, the knowledge of which has gained the Germans world-wide fame, and attracted students from all parts of the world to their country. Mankind is, no doubt, much indebted to German scientists for the work they have done in alleviating and averting human suffering; yet we should hesitate to say they have done more than PASTEUR or LISTER. In the realms of pure philosophy Germany again occupies a distinguished place. It is certainly a long cry from KANT to ECKEN through such names as SCHELLING, FICHTE, SCHOPENHAUER and NITZSCHE, but if extreme volubility has been detrimental to work in other directions, in philosophy it has been no less felt. German philosophy partakes of the character of a people proud of their intellectuality, and a little inflated by it; it lacks restraint. If we were to compare it with English philosophy from the days of LOCKE to SPENCER we should say that the Englishmen argued from facts and the Germans from fancies. The consequence is that German philosophy is more or less metaphysical, while English philosophy is more or less "positive." Nor can German philosophy be said to have made progress, for, in spite of the passing popularity of such men as ECKEN, we can hardly consider them as making any permanent addition to the body of human thought. In the realms of pure literature recent years have not produced much fruit. German literature is principally known to outsiders on the strength of three names—GOETHE, SCHILLER and HEINE, the last being, perhaps, more esteemed abroad than in his own country. It would be unfair, of course, to expect that Germany, or any other country, should show a constant succession of great writers and poets; the ebb and flow of genius must be reckoned with here, as elsewhere. Yet it is certainly remarkable that German literature of recent years should have made so little impression outside its own borders. With the exception of a few novels of FLEISCHER and some of the plays of the new school of German dramatists, recent developments in German belles-lettres have received no foreign recognition. The brilliant promise has not been fulfilled and one is inclined to wonder whether the strain of activities in other directions may not to a certain degree account for this. Nevertheless, in spite of these strictures it would be unwise to cast aside utterly all that German thought and German methods have done—to deny that they have been of value in the past and will be of value in the future. In protesting against an over-estimation we must not fall into the error of an under-estimation. Nations, no less than individuals, are prone to sickness, and when the illness from which Germany is suffering has passed away she will, no doubt, resume her proper place among the nations.

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CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

BLOCKADE OF SOVIET RUSSIA.

GERMANY REFUSES TO ASSIST.

COPENHAGEN, October 24th.
In the German Assembly, the Foreign Minister, Herr Mueller, referring to the Supreme Council's request in respect of the blockade of Soviet Russia, said that Germany, having herself suffered hunger through a blockade could not be expected to assist in imposing it on Russia.

Moreover, so long as Russia was not supplied with foodstuffs, so long would the Russians be unable to resist Bolshevism. Germany, therefore, could not agree with the Supreme Council's request.

RUMANIA AND SERBIA.

IMPORTANT DECISIONS OF THE SUPREME COUNCIL.

PARIS, October 24th.

An important step towards the stabilisation of the situation at Bucharest has been taken by the Supreme Council in Paris, which has refused Rumania's demand for both banks of the Maros as far as Thiers and the control of the Arad-Batmar Railway.

The Council has also informed Rumania that the Transylvanian settlement, by which Rumania gets a Transylvanian Province of 140,000 sq. kilometres rich with minerals, is irrevocable.

The Council has settled the vexed question of Banat by dividing it between Rumania and Serbia. The latter gets most of the district of Torontal and two-thirds of the waterways in Banat.

Rumania receives the districts of Temes and Carseverin, with the famous mines and steelworks at Resicza and Anina.

AMERICAN LABOUR.

COAL MINERS' STRIKE THREATENED.

LONDON, October 26th.

The strike of the steel workers of the United States has still not been settled, but it appears that the men are gradually returning to work.

A strike among 400,000 coal miners is now threatened. The men demand, *inter alia*, a 60 per cent. increase in wages and a 30 hour week instead of a 48 hour week. Mine owners say that this would mean a ruinous increase in the price of coal, and they refuse to negotiate until the miners promise to carry out their present agreement, and until the price of coal is fixed by the Government.

THE GOVERNMENT DEFEAT IN THE ALIENS' BILL AMENDMENT.

LONDON, October 23rd.

In the House of Commons, during the third reading of the Aliens' Restriction Bill, the Government's proposal to amend the clause relative to foreign pilots, modifying the Committee's decision to withhold certificates from all aliens, was defeated by 155 votes to 113.

Considerable excitement ensued, but Mr. Bonar Law, according to precedent, immediately moved the adjournment of the House until October 27th, to enable the Government to consider the situation. This was warmly received on all sides.

Sir Edward Carson hoped that no extravagant expectations would be based on the result of the division.

It is not expected in the Lobby that the defeat will have serious consequences, as the point involved is small. It is believed that Mr. Bonar Law desired to read his followers a lesson as regards the inconveniences of hasty voting against the Government.

THE CABINET'S DILEMMA.

LONDON, October 23rd.

The issue in last night's vote was whether alien ship-masters shall be allowed to pilot their own ships to British ports. The Government favoured permits to French ship-masters in accordance with the Convention with the French.

The Cabinet is now confronted with the dilemma of asking the House to reverse its decision or denounce the Convention.

The opinion is expressed that the Bill may be dropped.

NOT SUFFICIENTLY IMPORTANT TO JUSTIFY AN ELECTION.

LONDON, October 24th.

The Cabinet Council has considered the position raised by the Government's defeat in the Aliens' Bill amendment.

It is understood that the Government do not regard the defeat as sufficiently important to justify an appeal to the country.

THE SAMOA MANDATE.

ACCEPTED BY NEW ZEALAND.

WELLINGTON, October 26th.

The House of Representatives has passed a Bill providing for New Zealand's acceptance of the Samoa mandate.

GENERAL DIAZ, IN LONDON. RECEIVES THE FREEDOM OF THE CITY.

LONDON, October 24th.

General Diaz was accorded a great reception in the City to-day, when he received the Freedom of the City of London and was presented with a sword of honour at the Guildhall.

He afterwards lunched at the Mansion House.

The large and distinguished gathering at the Guildhall included Mr. Balfour, Mr. Churchill, General Bawlinson, Ian Hamilton, the Earl of Cavan, Monash, and the Italian Ambassador.

THE PRINCE OF WALES.

VISIT TO THE U.S.A. POSTPONED.

NEW YORK, October 26th.

The visit of the Prince of Wales to the United States has been postponed owing to President Wilson's illness. The visit may be abandoned.

THE LEAGUE OF NATIONS.

WHEN IT WILL BECOME OPERATIVE.

PARIS, October 21st.

A Havas message says:—

It now seems certain that the League of Nations will actually become operative on the day the Peace Treaty is effective.

The General Secretary of the League has drawn up a plan giving the League a working organization from the first meeting of the Council in Paris, although such organization will be of a provisional character.

CAILLAUX AND LENOIR.

SENSATIONAL PARIS TRIAL.

PARIS, October 24th.

During his trial on a charge of high treason, M. Caillaux, the ex-Premier, passionately protested his ability to vindicate his patriotism, in spite of the evidence which "adventurers and cheats fabricated at the trial."

The Court adjourned until November 11th, and refused bail, which M. Caillaux requested to enable him to carry on his electioneering campaign.

President Poincare has refused to deprive Lenoir, who was sentenced to death in connection with the famous Bonnet Rouge affair, but whose execution was postponed to allow his evidence to be taken in the Caillaux trial.

The President ordered that he be executed this morning, but a Commission of five doctors was directed to examine Lenoir, who is paralysed in the legs, to decide whether he can be taken to Vincennes for execution.

Lenoir has been executed.

KING ALFONSO.

ARRIVAL IN LONDON.

LONDON, October 24th.

King Alfonso of Spain arrived in London to-day from Paris. He is travelling incognito.

The King of Spain, during his stay in France, paid a visit to several famous French battlefields.

AVIATION.

THE ENGLAND-AUSTRALIA FLIGHT.

LONDON, October 24th.

The Air Ministry announces that Capt. G. G. Matthews, who started on his flight from England to Australia on October 21st, arrived in Cologne on the afternoon of October 22nd.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

ITALY-CHINESE FRIENDSHIP.

ROME, October 19th.

Luk Tseng-tsang arrived here to-day and was received at the station by the Chinese Minister, the personnel of the Legation, Count Sforza, the Foreign Under Secretary, Commendatore Scelsi, the ex-Consul-General at Shanghai, and other authorities.

Luk Tseng-tsang will be the guest of the Italian Government. He will present the King with a portrait of the President of the Chinese Republic, with an autograph, as a testimonial of the admiration of the Head of China for the Sovereign of Italy.

The present of Luk Tseng-tsang in Rome is being made the occasion for increasing Italy-Chinese friendship by the establishment of a Bank and a commercial organization to develop trade with the Far East. These will be directed by Commendatore Scelsi, who is retiring from the Consular Service for the purpose.

CHINESE IN LIVERPOOL.

LIVERPOOL, October 26th.

The Liverpool Police raided Chinatown to-day and arrested 70 Chinese engaged in the opium traffic, including a number of smokers, some of whom were in a state of coma and had been carried to the Police Station.

CRIMINAL SESSIONS.

BEFORE HIS HONOUR THE CHIEF JUSTICE (SIR WILLIAM REES-DAVIES, K.C.).

MURDER OF A RATTAN WORKER.

FOUR CHINESE were indicted for the murder of a Chinese rattan-worker at Yaumati.

The Acting Attorney-General (the Hon. Mr. H. E. Pollock, K.C.) prosecuted, and the Hon. Mr. C. G. Alabaster defended.

The following jury was empanelled: Messrs. J. Macdonald, W. C. Jackson, D. G. Gow, J. Young, C. F. de Carvalho, E. Danenberg and Ho Sai Wa.

Mr. Pollock said that the evidence for the prosecution would show that, on August 18th, at about 1 p.m., the deceased was walking along Shanghai Road, Yaumati. He had reached the corner of Shanghai Road and Jordan Road when he was set upon by a number of Chinese armed with daggers and sticks. As a result of the injuries he received, he lost his life.

There was no doubt whatever that the man met with his death at the hands of a body of men, and the only question which the jury had to decide was whether the four prisoners, or any of them, were among the number who assaulted the deceased. There were two persons who gave evidence of identification—the son of the deceased—who was walking a few feet in front of his father and, on hearing a noise, turned round to see his father being assaulted. He was able to identify the first and second prisoners as being among the assailants.

Another Chinese, who had watched the assault from near by, was able to say that the first, third and fourth prisoners were among the assailants. This man had seen the first, third and fourth prisoners before, so he was familiar with them. The prisoners were not arrested on the spot, nor were any daggers or arms found on them, so that the prosecution rested almost wholly on the evidence of identification. The prisoners denied that they had anything to do with the assault.

The first prisoner contended that he was in his house at the time, the second and third that they were in two different tenements, and the fourth that he was in Hongkong, playing *ma chuek* in a house in Swatow Lane, Wanchai, where he was afterwards arrested. The theory of the Police was that the assault was the result of a quarrel between two rattan-makers' guilds.

Before the son of the deceased man, who had identified the first and second witnesses at the Police identification parade, gave evidence, Mr. Alabaster asked that the four prisoners be put among the large gathering of Chinese who were listening to the proceedings at the back of the Court, and that the witness be asked to identify them. This was done, and the witness said there were none of the prisoners among the crowd.

His Lordship then asked Mr. Pollock if he wished to proceed with the case.

Mr. Pollock intimated that he did, because he was depending on another witness for identification.

The same procedure was followed with the remaining witness for the prosecution, except that the fourth prisoner, who was well known to him, was left in the dock. The witness spent several minutes looking among the hundred odd Chinese at the back of the Court and finally picked out the first and the third prisoners.

Mr. Alabaster then submitted that, there being no evidence against the second prisoner, he ought to be discharged. The Attorney-General offered no objection, and this course was adopted.

On behalf of the prisoners, Mr. Alabaster said it was true of all cases, and especially of murder cases, that it was the duty of the prosecution to prove the guilt of those charged beyond all reasonable doubt. It was no part of the duty of counsel for the defence to prove the prisoners' innocence. He said that because he was going to call the three prisoners and certain other witnesses, and he wanted the jury to understand that he was not thereby trying to assume that it was any part of his duty to prove them innocent. He would submit later on, when he reviewed the evidence, that the case for the prosecution had absolutely failed.

The hearing was adjourned until this morning.

"GIFT TO BELGIUM."

The Anglo-Belgian agreement concerning the districts of Ruanda and Urundi, in German East Africa, embodies not a bargain between the two countries, but a free gift by Great Britain to Belgium of these territories.

The two districts constitute the most fertile portion of the colony, and have a population of more than 3,000,000 natives. This gift to Belgium is a mark of British gratitude to her ally, Great Britain, having been under no obligation whatever to cede this, the most valuable portion of her new East African domain, to Belgium or any other country.

WOMEN IN HONGKONG.

During the past week, Mrs. Basil Tylour has made a strong and heart-felt appeal to the people of Hongkong on behalf of the suffering women and children in the devastated regions of France. The picture of their misery and their persistent bravery and determination to overcome terrible odds cannot have failed to stir the imagination of the most prosaic egoist; and there are indications that the sympathy aroused will be practical and useful. A preliminary meeting is to be held this week to discuss ways and means, and it is more than likely that from this will evolve a scheme that will be unique in the annals of the Colony.

Anyone who has lately returned to the Colony after years of active war work or active service, is struck by the extreme normality and ease of existence in this city.

The war is over; as far as we are concerned it is like a bad dream not forgotten, and now we want to turn our thoughts to happy visions of the future.

We must remember, however, that unless we help to bring consolation and compensation to those wretched people whose homes are ruined and who have lost all, while we live in safety and comfort, we shall never lay the ghosts of all those souls who sacrificed their lives willingly in the belief that those they left behind them would be the better for their sacrifice.

In answering Mrs. Tylour's appeal, the people out here will be helping to pay a debt to the dead.

In connection with my intention to publish facts about the work of Hongkong women, I have been much interested in the splendid record of the Volunteer Aid Detachment, especially in learning of the doings of various members who obtained leave of absence or were seconded for service overseas.

The women's branch was started by Mr. Ralphs in February, 1915, and was subjected to the usual storm of adverse criticism and witicism.

Doubtless, however, when they saw the frillies and pretty frocks given way to sober grey uniforms of incomparable plainness and workmanlike cut. Soon, the efficiency and enthusiasm of the first members and the organizers aroused the interest of many, and the detachment grew into a very useful and serviceable body, with Lady May as an energetic and active Commandant.

Training started in earnest; local and military doctors gave their services as lecturers; examinations were held at stated intervals and the usual procedure of St. John's Ambulance brigades was carried out. The majority of trained nurses in the Colony took charge of sections, and trained and drilled them into efficiency; monthly tests were held and the constant experience the women proved a valuable impetus to hard work and serious study. Duties were undertaken by various members at the Military and Civil Hospitals, and the organization was placed on such a footing that, in the event of necessity, it was ready at a moment's notice to answer any call to duty.

From time to time detachments under a trained nurse went into camp, with volunteer or cadet forces. That further calls were not made upon the detachment does not in any way detract from the efficiency which is clearly demonstrated in yearly official reports. The story of the big review by the G.O.C. at the Military Hospital is ancient history but some of the words of that officer upon the occasion are still remembered.

The General said very truly that the training and the experience the women were gaining would make them more useful and efficient members of society even if they were never called upon for war work. A practical knowledge of the rudiments of nursing should be part of every woman's education, and until it becomes a compulsory item of the school curriculum St. John's Ambulance classes should be eagerly utilized.

Men and women have learned to their cost that inexperience and lack of training are often responsible for disaster and waste of life and material in the homes of newly-married people; and that this unhappy state continues until a woman has had her lesson in the school of life, at the expense of her husband and children.

The V.A.D. training requires women to qualify in home nursing and first-aid, and offers opportunities for the special study of invalid cookery, dispensing, care of stores, and above all, discipline and prompt obedience to orders. It is not for a moment claimed that a V.A.D. probationer or nursing sister could compete with a fully-trained nurse, but during this war I have seen hospitals run entirely by V.A.D. workers under a few trained nurses, and their service, if not perfect, was at any rate equal to that of probationers in ordinary hospitals.

Many of the members of the Hongkong Women's Voluntary Aid Detachment have done useful work in war centres. I hear of one who was admitted to the Prince of Wales' Division another at a Military hospital in Italy; one of our members was in charge of a ward in a temporary hospital during a terrible influenza epidemic. Twelve members volunteered for service in Siberia and thus did regular duty at the Civil Hospital, and in every case their work received favourable comment and gave unqualified satisfaction.

These facts all go to prove that even in times of peace the detachment should be supported, that present members should not resign but should continue to pass efficiency tests, and that all your girls not already enrolled should become members and enroll themselves of the opportunities offered.

(Continued at foot of next column.)

CANTON NEWS.

CANTON, October 27th.

FORMATION OF "A REAL GOVERNMENT."

Owing to the conflict between the M.P.s and Shum Chun-huen, the Chief Administrative Director of the Military Government, the formation of "a real Government" has been interrupted, as a number of the M.P.s are opposing it in spite of the fact that it has been passed by a joint meeting of the two houses.

The Tuchen, Mok Wing-sun, has expressed the opinion that disturbance may result if the project is proceeded with. Tong Kai-yew, the Tuchen of Yunnan, is also opposed to the scheme.

Shum Chun-huen, has tendered his resignation to the other members of the Military Government, but, owing to the importance of the question, they have not dealt with it.

Certain M.P.s, it is said, have received instructions from General Luk Wing-ting to go on with the proposed change in the Government. They intend to elect Li Yuen-hung (the ex-President of China) President, and General Luk, vice-President. They do not expect that Li would come to Canton to assume office, and therefore General Luk would be in fact President.

THE BOYCOTT.
It is stated that a certain consul in Shamen has sent through the telegraph office, an urgent message to his home Government requesting instructions to address the local Government on the subject of the boycott of "low-grade" foreign goods, as he has already discussed the subject with the Tuchen, and the Civil Governor without effect. The consul explained that the boycott continues, and that certain companies dealing in the goods are suffering considerable losses. The telegram was written in English, and was handed to the telegraph-office in Shamen, but, owing to its importance, the superintendent of the Shamen office has sent it to be dispatched through the head office of the Telegraph Company.

ROAD IMPROVEMENTS.
The Tak-Huen, and Kai-Cheong roads have been recently completed.

A message from Nanning states that the pulling down of the walls of the city to make room for new roads commenced on the 18th instant. The road from the capital to Moming, General Luk's native village, is to be built first, and the others are to follow.

PEACE OR WAR?
At a special meeting of the Military Government on October 24th, which was attended by 34 representatives of the Military Government and of various armies, twenty-three voted in favour of declaring war on the Peking Government. The remainder did not express any view upon the question, so it was to be adjourned for further discussion.

It is reported that Commander Ma-chi, who was commander of the 1st Army to reinforce Hunan during the previous war, has received instructions, to lead his forces to Hunan again.

THE TRAMWAY CONTRACT.
It is reported that owing to the various protests and the refusal of the Minister of Communications to register the tramway contract, the syndicate have not yet paid the second instalment due to the Municipal Council, the Directors of which are very much disturbed by the fact.

RETURN OF GERMAN FIRMS.
It is stated that the agents of some of the former German firms have received instructions to take proceedings for the resumption of their business in Canton and elsewhere. The agents are searching for offices and making other preparations. It is expected that one or two of the firms may be re-opened within the year.

I should personally like to see the training carried further than it is, so as to include for the women members a course of lectures and demonstrations in "Motorcraft." I shall endeavour at a later date to prove the necessity for the study of this science, and to show why this is one of the burning problems of the day, on which the whole future of the Empire may be said to depend.

And now to lighter subjects; we moderns cannot stand too much serious thought, we want our mental stimulants in homeopathic doses.

We have all been frivolous, as usual, at dances, golf competitions, and American tournaments. Dinner parties come under the category of "serious thought."

The good cooks and highly-trained servants of China make a dinner party almost a sacred rite: everything is so perfectly done. The hostesses of Hongkong are satiated with a long course of European menus and have lately been indulging in a series of luncheon parties devoted entirely to Chinese chow, or curry in various forms. Any newcomer who is about to be initiated in advanced to go in for a self-denying ordinance for a few days before one of these events.

The opening meeting of the Yacht Club on Saturday attracted quite a large crowd. There was a fascinating and weirdly discordant band, and the feet of dancing people itched and their shoulders ached, what time they pretended to take an intelligent interest in the racing.

I would like to suggest that entertaining on a large scale in Hongkong might be less ponderous if some brave souls would occasionally venture to do what they really want to, instead of what they think they ought to. I can imagine some interesting developments. There is, I am sure, a lot of good material in the period of Queen Victoria still lying a cramped hand upon individuality. In the words of the classics—"Here's Hoping."

THE SCHIRMER.

BAGMEN OF EMPIRE. SUPER CONSULS WHOM ENGLAND LACKS.

[BY SHAW DESMOND.]

Wherever the British flag flies over a consulate, that place to the inhabitant, whether his skin be white or brown or black, is "England," the consul the representative of England. The consulate is holy ground, its head the protector of every man in whose veins the blood of England runs. He is the outpost of empire. But he ought to be more. He ought to be the Empire's "commercial traveller."

He is not. And it is not his fault. Chance has enabled me to see at short range the working of what should be the Empire's commercial traveller over a long period in one of Europe's busiest centres. It gave me furiously to think.

What should be the business of the consul, say, in a country which we may call Silubria.

To give exact information to any Silubrian upon the goods of the British Empire, their quality, price, transport, etc.; where they beat the goods of America or Germany. He should act as a trade telephone exchange to put any Silubrian through to any British manufacturer, and to see that he gets through. His consulate should be a bureau of information available for any British manufacturer who wants to know about the trade possibilities of Silubria and the psychological peculiarities and trade customs of the Silubrian (a vital point).

Can he do that?

He cannot. The consul of vice-consul (I am here using the terms interchangeably) is usually a drudge of empire. He works like a coolie at the pay of a super-coolie. His energies are sapped by routine work, much of which a clerk could do, and by "reports" which don't matter and which he knows don't matter. He is ridiculously understaffed and underpaid. He holds himself to the "legation set," when it exists, which, with his insufficient salary, means that he seldom gets the chance to know the country or its people, with whose language he has often only a nodding acquaintance.

Our consul has had to pass a mad examination which has done its best to unfit him for the business of empire. There are three branches of the consular service—(1) the general, (2) the Far-Eastern, and (3) the Near-Eastern. If he is in the last, he will have had to pass a competitive examination in French, German, Italian, Spanish and Latin and Greek—why the two last, Heaven and the Civil Service Commissioners alone know. Arithmetic they don't bother about. It is as elementary as no matter.

He has then had to go to Cambridge for two years, where he has been brain-added by stiff examinations in such trifles as Arabic, Turkish, Persian, Russian, Turkish and Persian history, and English law! At one time the poor devil would have been examined also in Turkish or Persian law. After worrying through this inferno, he is rewarded by a magnificent £250 a year, rising by £15 a year to £450 as vice-consul, plus an office allowance of, say, £100. Compared with pre-war rates, his income is worth about £225!

No wonder, as I have seen more than once, when the vice-consul or commercial attaché's help gets a tempting offer from local firms he quits the service. You can't blame him.

FAULTY SYSTEM.

The Americans have another way. Their men have been generously paid. They have trebled the staff of the consular attaché, himself one of America's most prominent business men. They have sent a stream of valuable information across the Atlantic. They have appointed wherever possible, Americans born in the country in question, knowing language and people, laying, as always in America, first stress on "the personal factor."

They have switched the local merchants by the hundred through to the States, and whereas, when I first knew the country nine years ago, everybody swore by John Bull and English goods, to-day there is a steady trend towards America and Uncle Sam.

Fortunately, the consular, and "diplomatic commercial" service is being revised, but unfortunately there is a talk of retaining the discredited examination system, though modified. Speaking from intimate experience, I should suggest the following reforms:—(1) The placing of consular, legation, and commercial attaché's office under one roof, preventing jealousy and securing efficiency; (2) abolition of the examination and the taking of consuls, etc., from the business world, paying first-class men tempting salaries; (3) doubling or tripling of present staff, using clerks for routine work; (4) "like" information bureaux for collection and distribution of local information; and last, and most important, the securing of consuls who have personality, speak the language and mix with the people.

All of which means the building of British foreign trade around the Consul.

Daily Express.

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Early deliveries can be made of 15-h.p., 30-h.p., 45-h.p., and 70-h.p. Kerosene Marine Engines.

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Manager for China.

[1353]

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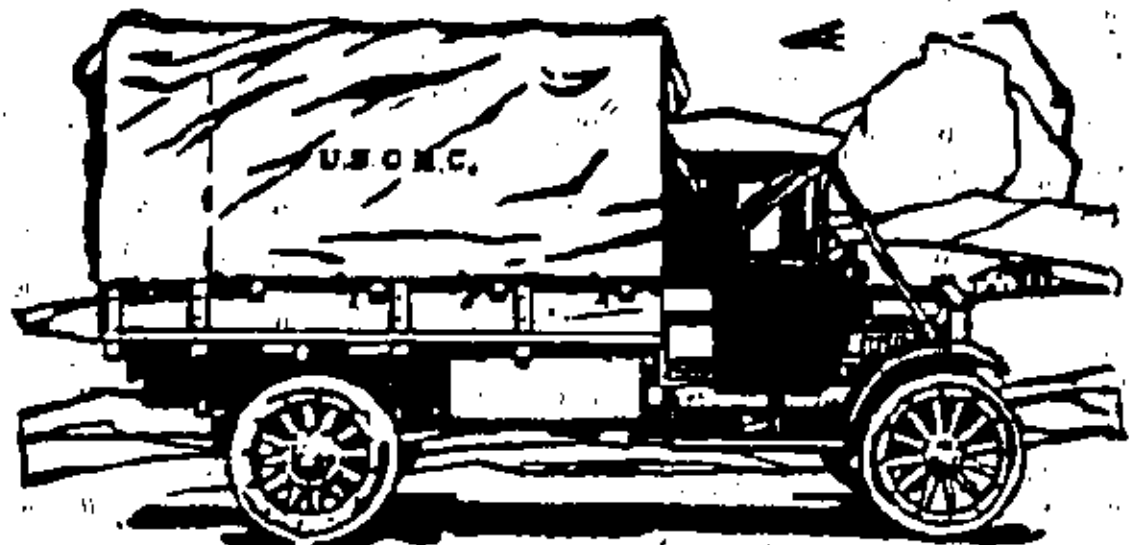
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[631]



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ALL MOTOR BODY FITTINGS
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LONDON, ENGLAND.

[632]

SOLDIERS' RETALIATION FOR IRISH JURY'S VERDICT. SHOPS WRECKED AT FERMOY.

DUBLIN, September 8th.
The proceedings at the inquest on Private Jones, of the Shropshire Light Infantry, who was shot by armed men at Fermoy, prove clearly that the physical force movement associated with Sinn Féin has so demoralised the average Irish juror that he does not regard the shooting of men in cold blood as murder. The jury in their verdict found that death was due to a bullet wound inflicted by some persons unknown. They expressed their horror at and condemnation of the terrible and appalling outrage in the midst of a peaceful military and civil community between whom the most friendly feelings had always existed, and they expressed sympathy with the relatives of the deceased man. On the announcement of this finding District Inspector Lewis, of the Royal Irish Constabulary, asked: "Are you, then, of opinion that it was not murder?" To this the coroner replied: "They did not pronounce exactly what was the character of the outrage. Thereupon the foreman of the jury (Mr. Barber) made the following declaration: "We came unanimously to the conclusion that these men came for the purpose of getting rifles, and had no idea of murder—that it was unpremeditated."

Incensed by the finding of the jury, a number of troops in Fermoy district on the night of September 8th, paraded the town, attacking shops. They wrecked some fifty shops, and behind them came a number of civilians, who looted the wrecked premises. This process was in operation for an hour or more before the military pickets were able to recall the men to barracks and restore order in the town. The accounts from Fermoy are not entirely trustworthy, as they are coloured by the views and sympathies of rival parties. It is stated that the men who took part in the wrecking expedition belonged to the Shropshire Light Infantry and the Royal Field Artillery. Their movements were directed by a man in multi, who used whistle signals, and some correspondents make the suggestion that he was an officer. When the picket arrived a single was sounded, and the men marched back to barracks. Entrenching tools and other implements were used in breaking the shop windows. It is stated that over £1,000 worth of glass was broken, and the looted goods—jewellery, carpets, whisky, bacon, and boots—were, for the greater part, taken by civilians, who threw them into the river.

One of the shops which suffered severely was that of Mr. Barber, the foreman of the jury. Virtually all the shops in Queen's square, the principal thoroughfare of the town, were wrecked. The police have recovered some of the looted articles. About midnight the streets of Fermoy became quiet.

Last night and to-day the countryside has been searched by an armoured car and military detachments. Three more civilians have been arrested in connection with Sunday's attack on the military, and a motor-car said to belong to one of them has been seized on suspicion of having been used in Sunday's proceedings. A special Court will be held to try the prisoners, and it is possible that the district may be proclaimed.

COLONEL AND LOCAL COUNCIL.

Last night there was no sleep or rest in Fermoy, the calm stillness of the night being broken by the sound of hammers. Every available carpenter in the town and district was requisitioned, and to-day the whole of the affected area is roughly barricaded for protection. Business is suspended in most of the shops in the streets visited by the raiders. It is stated that a quantity of loot has been thrown into the Blackwater, and fishermen are hard at work dredging the river. Mr. Kelleher, vice-chairman of the Urban Council, presided to-day at a representative meeting of the townspeople for the purpose of calling on the authorities to furnish proper protection for the people. The Rev. Father O'Donoghue, administrator, referring to last night's riots, said not a single civilian offered any opposition to the military. If the people had turned out there would certainly have been lives lost. Everybody in the town condemned and regretted Sunday's outrage.

Colonel Dobbs, the officer commanding the troops, said that as feeling was running rather high, the troops would be confined to barracks to-night. The fact remained, however, that they were in what approximated to a state of war. The verdict of the jury was absurd. They had not the pluck to say straight out that Sunday's shooting was murder.

The chairman asked whether that was the reason windows were broken. Colonel Dobbs said they seemed to think that soldiers should sit down and make no reprisals. Colonel Dobbs further stated that Fermoy lived on the military, and if they had not the troops there they would only have to live by taking in each other's washing. "Oh, oh!" the colonel retorted to another remark. "Oh, damn your windows!"—Daily Telegraph.

WORLD'S HIGHEST FREIGHT RATES.

Mr. A. W. Gattie gave details of his proposal to revolutionise the transport system of the United Kingdom by means of his railway clearing-house scheme before the special Board of Trade committee recently.

The highest freight rates in the world, which are now paid in England, are a great disadvantage to the trade of the country, and constitute a fiscal policy of protection in favour of the foreigner," he said.

By the use of containers the company could quadruple the earning power of the railways, enable them to carry five times the amount they carry at present, and reduce the rates by relieving locomotives of their unnecessary terminal work and bringing them into use.

THEATRE ROYAL.

TO-NIGHT TO-NIGHT TO-NIGHT
EDGAR WARWICK
presents
THE THIRD EDITION OF



"BIGGER AND BRIGHTER THAN EVER"
EVERYONE WILL BE THERE! BE IN THE BOOM!
FOURTH EDITION TO-MORROW
PLANS AT MOUTRIE'S.

[1361]

LA MINERVA CIGARS de LUXE

When did I first smoke a "La Minerva" Cigar?
let me see—I think it was in '87. He was quite a youngster then, in 1883 he was born. Never before was his appeal to moderate and modern men so great as now. Have you tried one lately?

EPICURES one of the "LA MINERVA" family

ACTUAL SIZE, in Boxes of 25 \$2.

LANE, CRAWFORD & CO.

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ORGAN

RECITAL

TO-DAY

(TUESDAY), OCT. 28th.

AT 6.15 P.M.

[1435]

HONGKONG HOTEL.

TEA DANCE

will be held
on

Thursday, October 30th,

From 4.30 to 7 p.m.

Up-to-date Dance Music will
be furnished by the Hongkong
Hotel "Jazz Band"

Entrance to Dance Room,
including Tea, \$2. per head.

J. H. TAGGART,
Manager.

[1432]

WISEMAN, LTD.

TEA DANCES.

TO-DAY

(Tuesday), October 28th.

And

Thursday, October 30th

Dance Tickets 50 Cents each.

WISEMAN, LTD.

D. M. GOODALL,
MANAGER.

[1436]

THEATRE ROYAL

Saturday, Nov. 1st, 1919.

MINISTERING CHILDREN'S LEAGUE

BENEFIT.

Under the distinguished patronage

of

H.E. SIR R. E. STUBBS, K.C.M.G.

H.E. Major-General F. VENTRIS, G.O.C.

SIR WILLIAM REES-DAVIES, Chief Justice.

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The Hon. Mr. SEVERN, C.M.G.

A potted Revueette

"CHIN CHIN HONGKONG"

will be staged by the

"PRIZE PACKETS"

kindly assisted by

HONGKONG'S LEADING AMATEURS.

Booking at MOUTRIE'S.

[1450]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

"DUNERA"

Arrived Hongkong on October 25th, 1919.

FROM BOMBAY, COLOMBO AND

STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions have been given to the contrary 6 hours before arrival of the Steamer. Goods not cleared within 8 days, including date of arrival, will be subject to rent. No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAY and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

MACKINNON, MACKENZIE & CO.,
Agents.

Hongkong, October 25th, 1919. [1443]

NOTICES TO CONSIGNEES

AMERICAN AND MANCHURIAN
LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"CITY OF FLORENCE"

having arrived, Consignees of Cargo are hereby notified that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained. No Claim will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 2nd October will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 9th October, 1919, or they will not be recognised.

All Broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on 1st October, at 8 A.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents, Hongkong, October 13th, 1919. [1393]

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES

FROM UNITED KINGDOM, COLOMBO AND STRAITS.

THE Steamship

"CARDIGANSHIRE"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves delivery may be obtained.

Goods not cleared by Oct. 28th, 1919, at 5 P.M., will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas, on Oct. 28th, 1919, at 10 A.M. Claims against the Steamer must be presented within 30 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, October 21st, 1919. [1423]

NOTICE TO CONSIGNEES.

BRITISH INDIA S.N. CO. (APCAR LINE).

"GREGORY APCAR"

Arrived Hongkong on Oct 21st, 1919.

FROM CALCUTTA, RANGOON AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions have been given to the contrary 6 hours before arrival of the Steamer. Goods not cleared within 8 days, including date of arrival, will be subject to rent. No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAY and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

MACKINNON, MACKENZIE & CO.,
Agents.

Hongkong, October 21st, 1919. [1421]

FROM BOMBAY AND SINGAPORE.

THE Japanese Steamship

"SODEGAURA MARU"

having arrived, Consignees of Cargo are hereby notified that all the Cargo will be landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained. No Claim will be admitted after the Goods have left the Godowns, and Goods not cleared by October 31st, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godown, where they will be examined at 10 A.M. on THURSDAY, Oct. 30th, by Messrs. Goddard & Douglas. Claims against the Steamer must be presented in writing within 10 days after the arrival of the Steamer, otherwise they will not be recognised.

No Fire Insurance will be effected by the Undersigned in any case whatever. Bills of Lading will be countersigned by the Undersigned.

GEO. GRIMBLE & CO.,
Agents.

Hongkong, October 24th, 1919. [1434]

HALF A CENTURY REPUTATIONS

D. LECLERC'S PILLS FOR THE BILIOUS SYSTEM. Indispensable for diseases of these important organs. Gravel, Pains, the Back, Gout, Rheumatism, etc. Price 8s. leading Chemists, or post free. Dr. Leclerc, 10, Rue de Valenciennes, PARIS, 12, Rue de Valenciennes, LONDON. Depot: 12, Rue de Valenciennes, NEW YORK, 30, BROADWAY, NEW YORK. Agents, 12, Rue de Valenciennes, SYDNEY and Brisbane; NEW ZEALAND: DUNCAN & CO., Auckland; Christchurch, Dunedin, Wellington; India, R. K. Faint & Co., Calcutta. [1440]

SHIPPING NEWS

ARRIVALS

October 26th.
Chuan On, Chinese str., 233 tons, Capt. Jorge, from Hoibow, with a general cargo.—Euen-Yick.
Jade, French str., 386 tons, Capt. Cornelsen, from Haiphong and Hoibow, with a general cargo.—Kai Yue.
 October 27th.
Hanway, British str., 1,363 tons, Capt. Pismore, from Java and Singapore, with a general cargo, including sugar, China-Siam Co.
Hatford, Norwegian str., 1,066 tons, Capt. Johansson, from Newchwang and Dalfay, with a general cargo.—Thoresen & Co.
Loong Sang, British str., 1,108 tons, Capt. Booker, from Manila, with a general cargo.—J. M. & Co.
Pelen, British str., 1,800 tons, Capt. Mansfield, from Kutchinoku, with a general cargo.—B. & S.
Shunshing, Chinese str., 297 tons, Capt. Place, from K. C. Wan and Macao, with a general cargo.—Po On & Co.
Sinking, British str., 1,616 tons, Capt. Eedy, from Shanghai, via Amoy, with a general cargo.—B. S.
Sui Yang, British str., 1,354 tons, Capt. Gibbs, from Canton, with a general cargo.—B. & S.
Tjikembang, Dutch str., 3,900 tons, from Manila, with ballast.—J. C. J. L.
Tungshing, British str., 1,174 tons, Capt. McAlinsh, from Canton, with ballast.—J. M. & Co.

CLEARANCES

October 25th.
Amakusa Maru, for Keelung.
Buena Vista, for Haiphong.
City of Florence, for London.
Imara, for Shanghai.
Hong Han, for Singapore.
Hui Yang, for Sandakan.
Kwang Hing, for Bangkok.
Nikko Maru, for Melbourne.
Pomer, for Soerabaya.
Sodegaura Maru, for Kobe.
Sangha, for Haiphong.
Takao Maru, for Takao.
Tintout, for Saigon.
Wing Yang, for K. C. Wan.
Ying Chow, for Shanghai.
Yuei Shang, for Swatow.
 October 27th.
Chip Shing, for Canton.
Chuen Yin, for Hoibow.
Chunyang, for Bangkok.
Golden, for Moke.
Kwang Hong, for Shanmei.
Nam Wan, for Hoibow.
Sinking, for Canton.
Sui Yang, for Shanghai.
Toku Maru, for Keelung.
W. M., for Shanghai.

PASSENGERS

ARRIVALS

For s.s. *Sinking*, on October 27th.—Lieut. Thornhill, and Lieut. Heath, Mrs. Simmons, Mrs. Sutherland.
 For s.s. *Loong Sang*, on October 27th.—Mr. and Mrs. Ticeana, Mr. Malder, Mr. and Mrs. Evans, Mrs. Everts, Miss Everts, Mr. Remedios.

SHIPPING MOVEMENTS

The s.s. *Merphen* left Vancouver for Hongkong, via Japan ports, and Shanghai on October 19th, and is due here on or about November 21st.
 The R.M.S. *Monteagle* left Yokohama on October 26th, and is due at Vladivostok on October 29th.
 The s.s. *West Sequana* sailed from Manila on Saturday morning, and will arrive at this port at daylight to-day.

WEATHER REPORT

October 27th, at 12.10.—No returns from Vladivostok, Welhaiwei, Japan, or Formosa. Pressure is probably highest over Japan. Changes since yesterday are small at reporting stations.
 Modern's monsoon may be expected over the N. China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 73.53 inches, against an average of 80.20 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District Forecast.
 Hongkong to Gap Rock — N.E. winds, moderate; fine.
 Formosa Channel — The same as No. 1.
 South Coast of China between the same as Hongkong and Lamocks — No. 1.
 South Coast of China between the same as Hongkong and Hainan — No. 1.

HONGKONG METEOROLOGICAL REGISTER

Hongkong Observatory, October 27th.

	Previous Day at 3 p.m.	On Date at 3 a.m.	On Date at 3 p.m.
Barometer	29.95	30.03	29.9
Temperature	75	69	78
Humidity	63	49	62
Wind Direction	East	calm	South
Force	3	0	1
Weather	b	b	b
Rain	—	—	—

Highest open-air temperature on 26th... 73
 Lowest open-air temperature on 27th... 75

P. & O.-BRITISH INDIA & APCAR LINES

(COMPANIES incorporated in ENGLAND).

STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, AUSTRALASIA, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, RED SEA, EGYPT, EUROPE, ETC.

SAILINGS FOR MARSEILLES AND LONDON VIA STRAITS, COLOMBO AND PORT SAID.

S.S.	Leave Hongkong about	Due Marseilles about	Due London about
"PRINCESS"	2nd Nov.	4th Dec.	12th Dec.
"KHIVA"	1st Nov.	9th Dec.	17th Dec.
"NOVARA"	18th Dec.	17th Jan.	26th Jan.

For BOMBAY VIA STRAITS & COLOMBO.

S.S.	Leave Hongkong about	Due Bombay about
"DUNERA"	12th Nov.	23rd Nov.
"DILWARA"	18th Dec.	3rd Jan.

For CALCUTTA VIA STRAITS & RANGOON.

S.S.	Leave Hongkong (about)	Due Calcutta about
------	------------------------	--------------------

For SHANGHAI MOJI KOBE, etc.

S.S.	Leave Hongkong about	Due Yokohama about
"NOVARA"	18th Nov.	27th Nov.
"ARRATON APCAR"	19th Nov.	28th Nov. (Kobe)
"DILWARA"	4th Dec.	7th Dec. (Shanghai)

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 5ft. x 2ft. x 1ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to MACKINNON, MACKENZIE & CO., Agents.

21, Des Voeux Road Central HONGKONG.

THE EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LTD.

REGULAR SAILINGS OF MAIL STEAMERS FROM HONGKONG TO AUSTRALIAN PORTS.

Steamer	For	Date of Arrival	Date and Time of Departure
"ST. ALBANS"	Sydney, via Queensland Ports	30th Oct.	3rd Nov. 3 p.m.

The above steamers have excellent accommodation for First and Second Saloon Passengers, having been built expressly for Tropical Voyages, and are complete with every modern convenience for Ocean Travelling.

A duly qualified Surgeon and Stewards are carried on each vessel.

For Passage Rates and further particulars, apply to—

GIBB, LIVINGSTON & CO., AGENTS

NEW YORK DIRECT.

Joint Service of the

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.N. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong:—

"EURYMEDON"	via Panama	3rd Nov.
"EURYOCHUS"	via Panama	25th Nov.
"CITY OF NEWCASTLE"	via Suez	30th Nov.
"KNIGHT TEMPLAR"	via Panama	22nd Dec.

Steamers proceed via Suez Canal or Panama Canal at Owner's option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.

HONGKONG AND CANTON REISS & CO., CANTON.

INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
NEWCHWANG via DALNY	"TUNGSHING"	Tues., 28th Oct., 2 p.m.
STRAITS & CALCUTTA	"KUMBAR"	Tues., 28th Oct., 3 p.m.
Tientsin via Wihaiwei and Chefoo	"CHUPSHING"	Thurs., 30th Oct., 11 a.m.
BAIPHONG via HOIHOW	"TAKSANG"	Fri., 31st Oct., 8 a.m.
MANILA	"YONGSANG"	Fri., 31st Oct., 2 p.m.
SHANGHAI via NINGPO	"BANGSANG"	Sat., 1st Nov., 11 a.m.
STRAITS & CALCUTTA	"YATSHING"	Sat., 1st Nov., 2 p.m.
MANILA	"YUENSANG"	Fri., 7th Nov., 2 p.m.

CALCUTTA LINE:—This Line has now been re-organized and affords regular sailings to Calcutta via Singapore and Penang.

Returning from Calcutta steamers proceed via Straits and Hongkong as to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully qualified Surgeon.

SHANGHAI LINE:—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai. Through Bills of Lading are issued to all Northern and Yangtze Ports.

MANILA LINE:—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE:—Sailings approximately weekly, or passengers' and cargo, calling at Haiphong when inclement weather.

BORNEO LINE:—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kuala Lumpur, Labuan, Tawau and Lahad Dato.

TIENTSIN LINE:—A regular service is run from March to October between Hongkong and Tientsin, calling at Wihaiwei and Chefoo.

UNDER STRAITS GOVERNMENT PASSPORT REGULATIONS. All European Passengers, leaving the Colony for Straits Settlements, are required to produce on arrival at destination passports with their Photographs and description fixed thereto.

For Freight or passage apply to

JARDINE, MATHESON & CO., LTD., General Managers.

Telephone No. 212.

LLOYD TRIESTINO

S.S. "NIPPON"

For SINGAPORE, COLOMBO, PORT SAID and TRIESTE End of November.

To be followed by

S.S. "PERSIA"

S.S. "AFRICA"

For freight or passage apply to—

DODWELL & CO., LIMITED, Agents.

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CP & OS

SAILINGS HONGKONG TO VANCOUVER (via Shanghai, Nagasaki (Mol) Kobe & Yokohama)

STEAMERS	HONGKONG	VANCOUVER
Empress of Russia	Oct. 30	Nov. 17
Empress of Japan	Nov. 12	Dec. 3
Empress of Asia	Nov. 27	Dec. 15
Empress of Russia	Dec. 28	Jan. 12
Empress of Japan	Jan. 7	Jan. 28
Monteagle	Jan. 22	Feb. 9
Empress of Asia	Jan. 23	Feb. 10
Empress of Japan	Mar. 3	Mar. 24
Empress of Russia	Mar. 11	Mar. 29
Monteagle	Mar. 22	Apr. 15
Empress of Asia	Apr. 8	Apr. 26
Empress of Japan	Apr. 28	May 19
Empress of Russia	May 6	May 24
Monteagle	May 29	June 22
Empress of Asia	June 3	June 21
Empress of Japan	June 23	July 14
Empress of Russia	July 1	July 19

Passage Rates Hongkong to United Kingdom.

Empress of Russia 16,800 Tons Reg. Gold 6,000 Tons Reg. Gold

Empress of Asia 16,800 Tons Reg. Gold 6,000 Tons Reg. Gold

Empress of Japan 16,800 Tons Reg. Gold 6,000 Tons Reg. Gold

For Rates and other information please apply to HONGKONG OFFICE.

Telephone 722. Cable address: CANPAC.

CANADIAN PACIFIC OCEAN SERVICES

BANKER & CO.

WEST RIVER PASSENGER SERVICE.

THE M/S "KONG NING" (Captain Gough) will leave the Sai Kong Wharf (Connaught Road West) for WUHOW via West River Ports on October 31st.

This vessel has excellent European accommodation for first-class passengers, and was built expressly for the West River trade, being fitted with electric light and and is complete with every modern convenience.

An excellent table is provided.

Owing to the lack of hotel accommodation in Wuchow passengers taking the round trip will be allowed to remain on board the vessel without extra charge.

For freight and passage apply to—

BANKER & CO., 1st Floor Hotel Mansions,

or Messrs. THOMAS COOK & SONS, Passenger Agents.

1913

GLEN AND SHIRE

Joint Service of Steamers.

U.K. STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Due Hongkong
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"CARMARTHENSIRE" ... 29th Oct.

"GLENLYN" ... 4th Nov.

"GLENAPP" ... 15th Nov.

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
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"GLENLYN" ... 18th November ... GENOA & LONDON

"CARMARTHENSIRE" ... 18th November ... LONDON & ROTTERDAM

"CARMARTHENSIRE" ... 1st December ... GENOA & LONDON

"CARMARTHENSIRE" ... 4th December ... LONDON & ANTWERP

Movements are subject to change without notice.

For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.

AGENTS: The Glen Line, Ltd.; The Royal Mail Steam Packet Co.; Owners of "Shire" Line.

Tel. No. 212, sub. ex. 22.

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Y. K. K.

YAMASHITA KISEN KAISHA

(THE YAMASHITA STEAMSHIP CO., LTD.)

REGULAR SERVICE FOR

NANYO MARU No. 1...

NANYO MARU No. 2...

NANYO MARU No. 3...

SODEGAURA MARU...

KYODO MARU No. 13...

TAMON MARU No. 1...

ABOSAN MARU...

ORION MARU...

FOR PARTICULARS PLEASE APPLY TO—

M. KOBAYASHI, Agent,

For Floor, King's Building.

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KAWASAKI KISEN KAISHA

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP... Y20,000,000

President: Mr. Y. KAWASAKI.

Vice-President: Mr. K. MATSUOKA.

Managing Director: Mr. MASAYA ABE.

The Company has on hand a Large Number of

NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:—

Eleven steamers of 9,100 tons each deadweight.

And, under the Company's management:—

Twenty steamers of about 9,100 tons deadweight each.

Two steamers of about 6,400 tons deadweight each.

(Belonging to the Kawasaki Dockyard Co., Ltd.)

For Charter Rates and all other particulars apply to the

KAWASAKI KISEN KAISHA,

No. 8, BUND, KOBE.

[1400]

THE ADMIRAL LINE

PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U.S. Shipping Board Steamers

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe).

"ICONIUM" ... About Oct. 29th.

"SEATTLE SPIRIT" ... About Nov. 10th.

"WHEATLAND" ... About Nov. 11th.

"ENDICOTT" ... About Nov. 17th.

"EUREKA" ... About Nov. 18th.

"WESTERN KNIGHT" ... About Dec. 7th.

"ELDRIDGE" ... About Dec. 10th.

"EDMORE" ... About Dec. 24th.

For PORTLAND direct.

(Calling at Shanghai and Kobe).

"WEST HARTLAND" ... About Nov. 10th.

"WABAN" ... About Nov. 15th.

"NISHIMAH" ... About Dec. 11th.

Through Bills of Lading issued to Overland Common Points.

For Freight and Particulars apply to

THE ADMIRAL LINE.

Telephone 2477 & 2478.

Fifth Floor, HOTEL MANSIONS.

INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to NINJA, DUBLIN, BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to NINJA, DUBLIN, BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, sailing at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.
Managing Agents.

"ELLERMAN" LINE.

(RULPHMAN & BUCKWELL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

or to Messrs & Co., Canton.

THE BANK LINE, LIMITED.
General Agents.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamer	To Sail
SWATOW and BANGKOK	"LINAN"	On 28th Oct., 10 A.M.
SHANGHAI	"SUIYANG"	On 28th Oct., Noon.
MANILA, CEBU & ILOILO	"TAMING"	On 28th Oct., 4 P.M.
SWATOW & SINGAPORE	"LIANGCHOW"	On 30th Oct., 10 A.M.
HONGKONG, FAKHO and HONGKONG	"KAIKONG"	On 30th Oct., 10 A.M.
SHANGHAI	"HINKANG"	On 30th Oct., Noon.
SHANGHAI & TIENTSIN	"TEAN"	On 2nd Nov., Noon.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wusung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

"HAIHONG"	Capt. J. W. Evans	TUESDAY	28th Oct., at 1 P.M.
"HAYAN"	Capt. A. H. Stewart	FRIDAY	31st Oct., at 1 P.M.
"QUINNEBAUG"	Capt. J. Medina	TUESDAY	4th Nov., at Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,
General Manager.

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE.

OPERATING THE NEW FIRST-CLASS STEAMERS

"ECUADOR," "VENEZUELA" AND "COLOMBIA."

HONGKONG TO SAN FRANCISCO,

VIA SHANGHAI, KOBE, YOKOHAMA AND HONOLULU.

THE SUNSHINE BELT.

THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE

SAILINGS FROM HONGKONG at Noon.

RR "COLOMBIA"	Nov. 5th, 1914.
RR "VENEZUELA"	Dec. 2nd, 1914.
RR "ECUADOR"	Dec. 21st, 1914.

These Steamers have the most modern equipment, including Overhead Electric Fans and Electric Lighting. ALL LOWER BERTHS and large comfortable state-rooms (all single and two berths only).

The Safety and Comfort of Passengers is our first consideration.

Special care is given to the Cabin, and the attendant care on passengers cannot be overestimated.

Tickets are interchangeable with the TOYO KISEN KAISHA and the CANADIAN PACIFIC OCEAN SERVICES, Ltd.

For further information please, itineraries, schedules, etc., apply to

COMPANY OFFICE in Alexander Building, Canton Road.

P. & O. - BRITISH INDIA & APCAR LINES

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, RED SEA, EGYPT, EUROPE, &c.

SAILINGS FOR

MARSEILLES AND LONDON.

Steamer	Leave Hongkong about	Due at Marseilles about	Due at London about
PRINCESSIN	2nd November	4th Dec.	15th Dec.
SEIYA	1st November	9th Dec.	17th Dec.
NOVARA	16th Dec.	17th Jan.	28th Jan.

FOR

BOMBAY VIA STRAITS & COLOMBO.

Steamer	Leave Hongkong about	Due at Bombay about
DUNERA	15th Nov.	29th Nov.
DILWARA	16th Dec.	3rd Jan.

FOR

CALCUTTA VIA STRAITS & RANGOON.

S.S.	Leave Hongkong about	Due at Calcutta about
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SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong about	Due at Yokohama about
NOVARA	15th Nov.	29th Nov.
ARRATON APCAR	16th Nov.	27th Nov. (Kobe)
DILWARA	Dec. 4th	7th Dec. (Shanghai)

Tickets Interchangeable: P. & O. Australian tickets interchangeable with New Zealand Shipping Company (via Panama) or by Orient Line or by British India Company. 1st Saloon Passengers may travel by B.I.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

All Cabins are fitted with Electric Fans free of charge. Steamers and Sailing dates are liable to be cancelled or altered without notice. Parcels Measuring not more than 2ft. x 2ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GORDON & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to
MACKINNON, MACKENZIE & CO.
21, Des Voeux Road Central, HONGKONG.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Manila, Shanghai & Japan ports. Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

SUWA MARU (omitting Manila)	Saturday, 1st Nov., at 11 a.m.
KASHIMA MARU	Saturday, 22nd Nov., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said and Marseilles.

KAGA MARU	Sunday, 2nd Nov., at Noon.
YOKOHAMA MARU	Friday, 14th Nov., at Noon.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

AKI MARU	Wednesday, 18th November.
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NEW YORK & HAVANA via Kobe, Yokohama, Muroran, SAN Francisco, Panama & Colon.

TOKIWA MARU	Middle of November.
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SOUTH AMERICAN PORTS via Cape.

BOMBAY & COLOMBO via Singapore.

TENSHIN MARU	Sunday, 2nd November.
YAMAGATA MARU	Beginning of November.

COLOMBO & RANGOON via Singapore & Penang.

KANAGAWA MARU	Sunday, 2nd Nov.
NAGATO MARU	Wednesday, 18th Nov.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANGO MARU	Saturday, 22nd Nov., at 11 a.m.
NIKKO MARU	Saturday, 20th Dec., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

TAMA MARU	Thursday, 30th October.
KAWACHI MARU	Friday, 31st October.
MISHIMA MARU	Wednesday, 6th Nov., at 11 a.m.

EXTRA SERVICES (Marseilles, L'pool, Antwerp, E'dam H'burg etc.)

DELAGOA MARU (London, Antwerp & Hamburg)	Tuesday, 28th October
TOYOOKA MARU (Marseilles & Liverpool)	Saturday, 1st November.
TATSUNO MARU (London, Antwerp & Hamburg)	Middle of Nov.
TENSHIMA MARU (Marseilles & Liverpool)	End of Nov.

For further information apply to—

NIPPON YUSEN KAISHA.

Telephone Nos. 222 & 223.

Y. YASUDA, Manager.

TOYO KISEN KAISHA.
SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

Steamers	Tons	Leave Hongkong
* SHIYO MARU	22,000	Oct. 28th
* PERSIA MARU	9,000	Nov. 14th
SIBERIA MARU	20,000	Nov. 28th (from Kobe)
KOREA MARU	20,000	Dec. 2nd
* NIPPON MARU	11,000	Dec. 6th
TENYO MARU	22,000	Dec. 18th

* omitting Shanghai

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SANTIAGO, BALBOA, CALLAO, ARICA, and IQUIQUE.

THENCE BY TRANS-ANDIAN ROUTE TO BUENOS AIRES.

Steamers	Tons	Leave Hongkong
SEIYO MARU	14,000	Nov. 4th
KIYO MARU	17,200	Jan., 8th, 1915.

Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the Pacific Mail Steamship Co. Passengers may travel by Rail between Ports of Call in Japan free of charge. For full information as to rates, sailings, etc., apply to—

Telephone 2274 and 2275.

T. DAIGO, Manager, King's Building.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

Destination	Steamer & Displacement	Sailing Date
SHANGHAI, KOBE & YOKOHAMA	"SPHINX" 20,000	On or about 5th Nov.
	"ANDRE LEBON" 20,000	On or about 17th Nov.

MARSEILLES via HAIPHONG, SAIGON, SINGAPORE, COLOMBO, DIBOUTI, SUEZ, PORT SAID	"PAULELECAI" 20,000	On or about 2nd Nov.
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SHANGHAI	"SCHARNHORST"	On or about 30th Nov.
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ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY

For full particulars regarding sailings, etc., apply to—

J. TOUTET,
Acting Agent,
Queen's Building,

Telephone 740.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.

"CELEBES MARU"	Saturday 8th November.
"ALPS MARU"	End of November.

GENOA—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamer.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.

"SEATTLE MARU"	Monday, 17th November.
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BOMBAY COLOMBO—Regular fortnightly service via Singapore.

"INDUS MARU"	Tuesday, 4th November.
"SAIGON MARU"	Beginning of November.

SAIGON, BANGKOK, SINGAPORE—Regular Monthly service.

"SHISEN MARU"	Saturday, 1st November.
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SYDNEY, MELBOURNE—Monthly service calling at AUCKLAND, N.Z. and ADELAIDE.

"MADRAS MARU"	Middle of November.
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VICTORIA, VANCOUVER, SEATTLE, TACOMA—Regular fortnightly services touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee & St. Paul Railway.

"AFRICA MARU"	Monday, 17th November.
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JAPAN PORTS—Moji, Kobe, Yokohama, Yokohama.

KEELUNG, TAKAO via SWATOW, AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O.R.K. wharf near the Harbour Office.

For TAKAO via SWATOW and AMOY.

"KAJO MARU"	Sunday, 2nd November.
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For KEELUNG via SWATOW and AMOY.

"SOSHU MARU"	Thursday, 6th November.
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For sailing dates and further particulars please apply to—

Y. YASUDA,
Manager,
No. 1, Queen's Building.

Tel. No. 744 and 745.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" "CHINA" "NILE"

15,000 tons	10,000 tons	11,000 tons
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SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS AND HONOLULU

"NANKING"	Nov. 4th.
"CHINA"	Nov. 22nd
"NILE"	Dec. 27th

[An unsurpassed high-class passenger service.]

Primo's Buildings.

O. H. BITTER Freight and Passenger Agent,
Ice House Street, Tel. 1942

